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Draft Environmental Impact Report for the

Town of Truckee 2040 General Plan Update and Downtown Truckee Plan Project

State Clearinghouse No. 2022030190

Prepared for:
Town of Truckee, Planning Division

TRUCKEE 2040
general plan + downtown specific plan

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°F	degrees Fahrenheit
2020 UWMP	Truckee Water System 2020 Urban Water Management Plan
208 Plan	Water Quality Management Plan for the Lake Tahoe Region
AAGR	average annual growth rate
AB 939	California Integrated Waste Management Act of 1989
AB	Assembly Bill
ABAU	adjusted business-as-usual
ACBM	asbestos-containing building material
ADA	Americans with Disabilities Act
ADT	average daily traffic
AFY	acre-feet per year
AIA	airport influence area
ALS	advanced life support
ALUC	airport land use commission
ALUCP	airport land use compatibility plan
APN	Assessor's parcel number
APSA	Aboveground Petroleum Storage Act
Basin Plan	water quality control plan
BAU	business-as-usual
BLM	U.S. Department of Interior, Bureau of Land Management
BMP	best management practice
Board	California Board of Forestry and Fire Protection
BP	before present
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	California Governor's Office of Emergency Services
cal	calibrated
Cal/OSHA	California Division of Occupational Safety and Health

CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CGS	California Geological Society
CHP	California Highway Patrol
CI	carbon intensity
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
CWC	California Water Code
CWPP	Community Wildfire Protection Plan
dB	decibels
dbh	diameter at breast height
District	Truckee Historic National Register District
DMG	California Department of Conservation, Division of Mines and Geology
DOF	California Department of Finance
DOI	U.S. Department of the Interior

DOT	U.S. Department of Transportation
DTSC	California Department of Toxic Substances Control
DU	dwelling units
DWR	California Department of Water Resources
ECA	Essential Connectivity Area
EDU	equivalent dwelling unit
EIR	environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992
ESA	federal Endangered Species Act
ESO	Nevada County Emergency Operations
EV	electric vehicle
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FLAME	Federal Land Assistance, Management, and Enhancement
FPA	Z'Berg-Nejedly Forest Practice Act of 1973
FSP	fine sediment particles
FTA	Federal Transit Administration
GBV	ground-borne vibration
GHG	greenhouse gas
GMP	Groundwater Management Plan
GPAC	General Plan Advisory Commission
gpd	gallons per day
GPU	Town of Truckee General Plan Update
HAP	hazardous air pollutant
HFRA	Healthy Forest Restoration Act
HHW	household hazardous waste
HMIS	Hazardous Materials Inventory Statement

HMMP	Hazardous Material Management Plan
-HP	Historic Preservation
HPAC	Historic Preservation Advisory Commission
HRA	health risk assessment
HSC	Health and Safety Code
Hz	hertz
I-80	Interstate 80
IEPR	Integrated Energy Policy Report
in/sec	inches per second
Lahontan RWQCB	Lahontan Regional Water Quality Control Board
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	Day-Night Level
L_{eq}	Equivalent Continuous Sound Level
LHMP	Local Hazard Mitigation Plan
L_{max}	Maximum Sound Level
LOS	level of service
LTBMU	Lake Tahoe Basin Management Unit
Martis Valley GMP	Martis Valley Groundwater Management Plan
Master Plan	*Truckee Trails & Bikeways Master Plan*
MBTA	Migratory Bird Treaty Act
MCAB	Mountain Counties Air Basin
mgd	million gallons per day
MLD	most likely descendant
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
mPa	micro-Pascals
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
$MTCO_2e$	metric tons of carbon dioxide equivalent
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
MVGB	Martis Valley Groundwater Basin

MWh	megawatts per hour
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCLHMP	Nevada County Local Hazards Mitigation Plan
NCTC	Nevada County Transportation Commission
NEHRP	National Earthquake Hazards Reduction Program
NF	National Forest
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NMFS	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NO_2	nitrogen dioxide
NOP	notice of preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSAQMD	Northern Sierra Air Quality Management District
OES	Governor's Office of Emergency Services
OPR	Governor's Office of Planning and Research
OSFM	Office of the State Fire Marshal
OSHA	Occupational Safety and Health Administration
PACE	Property Assessed Clean Energy
PCAPCD	Placer County Air Quality Management District
PCB	polychlorinated biphenyl
Plan	*Particulate Matter Air Quality Management Plan*
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 micrometers or less
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
ppm	parts per million
ppmw	parts per million by weight
PPV	peak particle velocity

PRC	Public Resources Code
PST	Plumas-Sierra Telecommunications
RC/OS	Resource Conservation/Open Space
RCP	Representative Concentration Pathways
RCRA	Resource Conservation and Recovery Act
RMS	root mean square
ROG	reactive organic gas
RTP	*Nevada County Regional Transportation Plan*
RWQCB	regional water quality control board
SACOG	Sacramento Area Council of Governments'
SAF Plan	State Alternative Fuels Plan
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule
SAP	Sustainability Action Plan
SB	Senate Bill
SGMA	Sustainable Groundwater Management Act
SHMA	State Hazards Mapping Act
SIP	State Implementation Plan
SLCP	Short-Lived Climate Pollutant
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SOI	sphere of influence
Southwest Gas	Southwest Gas Corporation
SPL	sound pressure level
SR	State Route
SRA	State Responsibility Area
SSMP	Sewer System Management Plan
SSO	Sanitary Sewer Overflow
SSS WDR	Statewide Waste Discharge Requirements for Sanitary Sewer Systems
State CEQA Guidelines	California Environmental Quality Act Guidelines
SWITRS	Statewide Integrated Traffic Records System
SWMP	Stormwater Management Program
SWPPP	stormwater pollution prevention plan

SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TDM	transportation demand management
TDP	*Eastern Nevada County Short Range Transit Development Plan*
TDPUD	Truckee Donner Public Utility District
TDRPD	Truckee Donner Recreation and Park District
TFPD	Truckee Fire Protection District
THP	Timber Harvest Plan
TIMS	Transportation Injury Mapping System
TISG	Transportation Impact Study Guide
TMDL	total maximum daily load
TNT/TMA	Truckee North Tahoe Transportation Management Association
Town	Town of Truckee
TPD	Truckee Police Department
TRI	Toxics Release Inventory
TRI	Truckee River Interceptor
TRPA Code	TRPA Code of Ordinances
TRPA	Tahoe Regional Planning Agency
TRWQMP	2008 Truckee River Water Quality Monitoring Plan
TSD	Truckee Sanitary District
TTALUC	Truckee Tahoe Airport Land Use Commission
T-TSA	Tahoe-Truckee Sanitation Agency
TTSD	Tahoe Truckee Sierra Disposal
TTUSD	Tahoe-Truckee Unified School District
UAIC	United Auburn Indian Community of the Auburn Rancheria
UCMP	University of California Museum of Paleontology
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
UFC	Uniform Fire Code
USFS	United States Forest Service

USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled
WQO	water quality objective
WRP	Water Reclamation Plant
WUI	Wildland-Urban Interface
WWTP	wastewater treatment plant
ZEV	zero-emission vehicle

1 INTRODUCTION

This draft environmental impact report (EIR) evaluates the environmental impacts associated with implementation of the 2040 General Plan (GPU) and Downtown Truckee Plan (together "Truckee2040" or the "project"), which would update the existing general plan and Downtown Specific Plan. Truckee2040 establishes the Town of Truckee's (Town's) vision for development and resource management through the year 2040 and will serve as the fundamental land use and resource policy document for the Town. This draft EIR has been prepared under the direction of the Town in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387). The Town is the lead agency for consideration of this EIR and potential project approval.

1.1 OVERVIEW OF TRUCKEE2040

Truckee2040 would update the existing 2025 General Plan and Downtown Specific Plan to reflect the Town's past accomplishments, adopted plans and initiatives, and new priorities. Truckee2040 would modify goals, policies, and implementation programs and update the land use diagram. The GPU and Downtown Truckee Plan are policy documents that would provide the legal underpinning for the Town's future land use decisions. Under state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with an adopted general plan. Generally, Truckee2040 would provide for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. Truckee2040 would also propose new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations.

The Housing Element was updated and adopted by the Town in 2019 and is not an element of the GPU evaluated in this EIR. The updates proposed in the GPU would support the goals and policies of the Housing Element, however, by designating appropriate sites for a diversity of housing, and by promoting infill development. The GPU also seeks to minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee-Tahoe Airport, in accordance with its airport land use compatibility plan. Therefore, the project would not conflict with the adopted Housing Element.

Many of the Town's objectives for the GPU and Downtown Truckee Plan focus on sustainability, walkability, greenhouse gas emissions reduction, enhancement of natural resources, enhancement and conservation of open space, enhancement of historic character, visual connectedness, hazard minimization, among other objectives aimed at protecting and enhancing the physical environment. Policies included in the GPU are intended to support these objectives and would help minimize the potential for effects on the environment. For example, there are policies proposed that would reduce the potential for air quality pollution, particularly particulate matter, and water quality pollution from both point and non-point sources. Under the proposed GPU, new development would be required to minimize risks associated with geologic, wildland fire, avalanche, flooding, and other hazards. In addition, the GPU aims to protect Truckee's historic, cultural, archaeological, and paleontological resources, which reinforce the town's community character and cultural heritage.

1.1.1 General Plan Update

The General Plan is divided into two documents: an Existing Conditions Report and a Policy Document. The Existing Conditions Report takes a "snapshot" of conditions and trends in the town when environmental review began in 2018. It provides a detailed description of a wide range of topics, such as demographic and economic conditions, land use, public services, and environmental resources. The Policy Document contains the policy framework that would guide future development decisions within the town. It also identifies implementation actions to ensure the goals and policies of the GPU are carried out. The Policy Document includes a Land Use Element, a Community Character

Element, a Mobility Element, an Economic Development Element, a Conservation and Open Space Element, a Safety and Noise Element, and a Climate Action Plan Element.

1.1.2 Downtown Truckee Plan Update

Truckee2040 also includes a focused update of the Downtown Specific Plan, which was prepared in 1997. The Downtown Specific Plan is a comprehensive land use development plan that consists of three separate volumes: Volume I is the Existing Conditions Report; Volume II sets forth the Policies and Programs, and Volume III outlines the Historic Design Guidelines. Truckee2040 includes the Downtown Truckee Plan, which replaces Volume II of the 1997 Downtown Specific Plan and is intended to guide growth and development within downtown Truckee. No changes to Volumes I and III are proposed. The Downtown Truckee Plan identifies the vision and guiding principles for future development in the downtown, designates land to accommodate a variety of uses, and sets forth policies, projects, implementation plans, and regulation related to land use, mobility and parking, the public realm and streetscape design, parks and activity centers, and historic resources.

1.2 PURPOSE AND INTENDED USES OF THIS DRAFT EIR

This EIR fulfills the requirements for a program EIR. Although the legally required contents of a program EIR are the same as those of a project EIR, program EIRs typically cover broad programs or large projects, such as a general plan, and contain a more general discussion of impacts, alternatives, and mitigation measures than a project EIR. Agencies generally prepare program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a program EIR considers the overall effects associated with implementing a program (such as a general plan) and does not, and is not intended to, examine individual projects that may be implemented pursuant to the general plan.

Once a program EIR has been prepared, subsequent activities within the program must be evaluated to determine if additional CEQA documentation is required to address the significant impacts of such activities. Subsequent activities could be found to be within the program EIR scope and additional environmental documents may not be required (State CEQA Guidelines Section 15168[c]). When a program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities (State CEQA Guidelines Section 15168[c][3]). If a subsequent activity could result in effects not within the scope of the program EIR, including new or more severe significant impacts than identified in the program EIR, the lead agency must prepare a negative declaration, mitigated negative declaration, or a project-level EIR. An initial study checklist can be used to determine if a subsequent activity is within the scope of the program EIR and if not, what type of CEQA document is needed to address its effects.

As a program EIR, this document uses appropriately programmatic thresholds of significance as compared to the project-level thresholds that might be used for an EIR on a specific development project. Because this EIR is broad and general, it may not be ripe for consideration of environmental impacts that may occur on individual parcels or in connection with other projects that may be consistent with Truckee2040.

1.3 SCOPE OF ENVIRONMENTAL ANALYSIS

Pursuant to CEQA and the State CEQA Guidelines, a lead agency shall focus an EIR's discussion on significant environmental effects and may limit discussion on other effects to brief explanations about why they are not significant (PRC Section 21002.1, CCR Section 15128). A determination of which impacts would be potentially significant was made for this project based on a review of Truckee2040, including the Existing Conditions Report; applicable planning documents and CEQA documentation; comments received as part of the public scoping process (Appendix A); and additional research and analysis of relevant project data during preparation of this draft EIR.

The Town has determined that Truckee2040 has the potential to result in significant environmental impacts on the following resources, which are addressed in detail in this draft EIR:

- 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, and
- Wildfire.

1.4 AGENCY ROLES AND RESPONSIBILITIES

The Town is the lead agency under CEQA for this EIR because it has discretionary authority to determine whether or how to approve Truckee 2040.

Responsible agencies are agencies other than the lead agency that have discretionary power over carrying out or implementing a specific component of the general plan or for approving a project (such as an annexation) that implements the goals and policies of the general plan. Agencies that may be responsible agencies include: the California Department of Transportation, which has responsibility for approving future improvements to the state highway system; the Department of Conservation, which has responsibility for approving mining Reclamation Plans pursuant to the Surface Mining and Reclamation Act; and the Local Agency Formation Commission of Nevada County, which has responsibility for approving any annexations within the Town's sphere of influence that might occur within the planning horizon of Truckee2040.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have legal authority over approving or carrying out the project. The California Department of Fish and Wildlife is a trustee agency due to the potential impacts to biological resources, the California Department of Parks and Recreation is a trustee agency due to the presence of state parks in the Town, and the California State Lands Commission would be a trustee agency if development were to occur on state-owned sovereign lands.

1.5 CEQA PUBLIC REVIEW PROCESS

1.5.1 Notice of Preparation

In accordance with PRC Section 21092 and CCR Section 15082, the Town issued an NOP on March 4, 2022 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document (Appendix A). The NOP was distributed to the State Clearinghouse, which then distributed the NOP to potential responsible and trustee agencies. In addition, the NOP was distributed directly to public agencies (including potential responsible and trustee agencies), interested Native American Tribes, and individuals requesting to be notified. The NOP was available at the Nevada County Public Library in Truckee and online at www.truckee2040.com and https://ceqanet.opr.ca.gov/. The NOP was circulated for a 30-day review period, with comments accepted through April 4, 2022.

In accordance with CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on March 14, 2022 at 6:00 p.m. The meeting was conducted virtually, with attendees participating via Zoom or telephone.

The purpose of an NOP is to provide sufficient information about the project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (CCR Section 15082[b]). Comments submitted in response to the NOP are used by the lead agency to identify broad topics to be addressed in the EIR. Comments on environmental issues received during the NOP public comment period are considered and addressed in this draft EIR. Appendix A contains the NOP and comment letters submitted during the NOP public comment period.

1.5.2 Public Review of This Draft EIR

This draft EIR is being circulated for public review and comment for a period of 45 days, from August 9, 2022 to September 23, 2022.

During the public comment period, written comments from the public as well as organizations and agencies on the draft EIR's accuracy and completeness may be submitted to the Town. Written and/or email comments must be received by 5:00 p.m. on September 23, 2022. Written comments should be addressed to:

Town of Truckee, Planning Division
Jenna Gatto, Planning Manager
10183 Truckee Airport Road
Truckee, CA 96161

Email: JGatto@townoftruckee.com

Agencies that will need to use the EIR when considering permits or other approvals for the project should provide the name, phone number, and email address of a contact person. Comments provided by email should include the name and mailing address of the commenter in the body of the email.

The draft EIR is available for review during normal business hours at the Town of Truckee, Planning Division (10183 Truckee Airport Road, Truckee). The draft EIR is also available online at www.truckee2040.com.

A public meeting will be held on the draft EIR during the regular Town Council meeting on August 23, 2022, at 5:00 p.m. at Truckee Town Hall located at 10183 Truckee Airport Road, Truckee, California.

1.5.3 Final EIR

Following public review of the draft EIR, a final EIR will be prepared that will include both written and oral comments on the draft EIR received during the public review period, responses to those comments, and any revisions to the draft EIR. The draft EIR and final EIR will comprise the EIR for Truckee2040.

Before taking action on Truckee2040, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the lead agency.

1.6 DRAFT EIR ORGANIZATION

This draft EIR is organized as follows:

Chapter 1, "Introduction," provides an overview of Truckee2040 and describes the purpose of the EIR, the scope of the environmental analysis, agency roles and responsibilities, the CEQA public review process, organization of this draft EIR, and standard terminology.

Chapter 2, "Executive Summary," introduces Truckee2040; provides a summary of the environmental review process, effects found not to be significant, and key environmental issues; and lists significant impacts and mitigation measures to reduce significant impacts to less-than-significant levels.

Chapter 3, "Project Description," describes the location, background, and objectives for Truckee2040, and describes the project elements in detail.

Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures," evaluates the expected environmental impacts generated by implementation of Truckee2040, arranged by subject area (e.g., Air Quality, Biological Resources). Within each subsection of Chapter 4, the regulatory setting, environmental setting, methodology, and thresholds of significance are described. The anticipated changes to the existing conditions after project implementation are then evaluated for each subject area. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified. Environmental impacts are numbered sequentially within each section (e.g., Impact 4.2-1, Impact 4.2-2, etc.). Any required mitigation measures are numbered to correspond to the impact numbering; therefore, the mitigation measure for Impact 4.2-2 would be Mitigation Measure 4.2-2.

Chapter 5, "Cumulative Impacts," provides information regarding potential cumulative impacts that would result from implementation of Truckee2040 together with other past, present, and probable future projects.

Chapter 6, "Alternatives," evaluates alternatives to Truckee2040, including alternatives considered but eliminated from further consideration. The environmentally superior alternative is identified.

Chapter 7, "Other CEQA Sections," provides a discussion of potential growth-inducing impacts, significant and unavoidable impacts, and significant and irreversible environmental changes.

Chapter 8, "Report Preparers," identifies the individuals who contributed to preparation of this draft EIR.

Chapter 9, "References," identifies the references used in preparation of this draft EIR.

1.7 STANDARD TERMINOLOGY

This draft EIR uses the following standard terminology:

- "No impact" means no change from existing conditions (no mitigation is needed).
- "Less-than-significant impact" means no substantial adverse change in the physical environment (no mitigation is needed).
- "Potentially significant impact" means an impact that might cause a substantial adverse change in the environment (mitigation is recommended because potentially significant impacts are treated as significant).
- "Significant impact" means an impact that would cause a substantial adverse change in the physical environment (mitigation is recommended).
- "Significant and unavoidable impact" means an impact that would cause a substantial adverse change in the physical environment and that cannot be avoided, even with the implementation of all feasible mitigation.

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2 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This summary is provided in accordance with California Environmental Quality Act Guidelines (State CEQA Guidelines) Section 15123. As stated in Section 15123(a), "an EIR [environmental impact report] shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical." As required by the State CEQA Guidelines, this chapter includes (1) a summary description of Truckee2040, (2) a synopsis of environmental impacts and mitigation measures (see Table 2-2), (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

2.2 SUMMARY DESCRIPTION OF TRUCKEE2040

2.2.1 Geographic Extent of the Planning Area

The Town of Truckee is located in the Lake Tahoe region of north-eastern California, encompassing 34 square miles near the California-Nevada boundary in southeastern Nevada County. Truckee is approximately 12 miles north of Lake Tahoe, 30 miles west of Reno, Nevada and 100 miles east of Sacramento. The town lies just east of the Sierra Nevada's crest at Donner Pass, within the valley of the Truckee River and surrounding upland areas.

Truckee2040 would guide land use decisions within the town limits. Apart from the Truckee-Tahoe Airport and residential development adjacent to the Sierra Meadows neighborhood in Placer County, the town is bordered in all directions by undeveloped open space lands. Major highways providing regional access to the town include Interstate 80 (east/west), State Route 89 (north/south), and State Route 267 (north/south). Within the town limits, the downtown area serves as the main commercial and tourist center.

The town's setting within the high mountain environment of the Sierra Nevada mountain range has a strong influence on the town's topography. Dramatic mountain peaks lie beyond the town limits to the east, west, and south. Topography within the town varies widely, with elevations ranging from a low point of 5,700 feet at the Truckee River near Boca, to nearly 7,500 feet in upland areas in the Tahoe Donner neighborhood in the town's northwest corner. Forested upland areas are concentrated within the west and northern parts of the town, with more moderate, rolling terrain of treed rangeland and scrub extending southeast of the Truckee River to the Martis Valley. Donner Lake, an 830-acre freshwater lake, is a dominant feature of the western part of the town, occupying much of the area between Interstate 80 and the Placer County line.

2.2.2 Overview of Truckee2040

California law requires adoption of a general plan "for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300). A general plan serves as the jurisdiction's "constitution" or "blueprint" for future decisions concerning a variety of issues including land use, health and safety, and resource conservation. All area plans, specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the direction provided in the general plan.

The Town of Truckee (Town) last adopted a General Plan in 2006, which planned for growth and change through the year 2025. The Town has prepared the 2040 General Plan (GPU) and Downtown Truckee Plan (together "Truckee2040" or the "project"), which would supersede the existing 2025 General Plan and update a portion of the Downtown Specific Plan. Truckee2040 addresses changes in state law, advancements in contemporary planning

principles, and updates to General Plan guidelines. It would plan for growth anticipated to occur through 2040 and establishes the Town's vision for development and resource management through the year 2040. As such, the GPU would serve as the fundamental land use and resource policy document for the Town.

GENERAL PLAN UPDATE PROCESS

The Town initiated Truckee2040 in November 2018 with preparation of the Existing Conditions Report. The Town subsequently completed the visioning phase, which led to the development of land use alternatives and general plan elements. The process has been informed by regular coordination with the General Plan Advisory Commission (GPAC), a temporary Council advisory committee tasked with making recommendations on amendments to the general plan to the Truckee Planning Commission and Town Council. The membership consists of volunteer community members representing a wide variety of backgrounds, perspectives, and interests.

The Town has hosted several events throughout the process to facilitate input from the community. Events included 10 community workshops on housing, the General Plan vision, and climate vulnerability, as well as virtual workshops on the land use alternatives and the Downtown Specific Plan Update. In addition, the Town has provided an interactive webpage and several online surveys to facilitate community engagement and input.

GENERAL PLAN VISION

A vision statement reflects what community members value most about the Town and their shared aspirations for the future. The Town worked closely with the GPAC to prepare the vision statement for the GPU to ensure the vision was reflective of the community. The GPU Vision Statement is as follows:

> In 2040, Truckee is a welcoming, inclusive, and thriving mountain town with a diverse community, strong-four season economy, and healthy environment. Truckee features a variety of housing types, arts and culture, and services to support full-time residents and visitors. Our historic downtown is the heart and soul of our town. As the hub, it connects a revitalized and accessible Truckee River with our neighborhoods and regional amenities through a comprehensive network of multi-use trails and transportation solutions.

LAND USE ALTERNATIVES REPORT

The land use alternatives process began in the Fall of 2019. The Town identified focus areas for potential land use changes based on the existing general plan, development patterns, and input from the community and the GPAC. The Town prepared preliminary land use alternatives for each focus area and published the *Preliminary Land Use Alternatives Workbook for the 2040 General Plan Update* in June 2020. The Town collected GPAC and community input on the preliminary land use alternatives and worked with the GPAC to further refine the land use alternatives and prepare the townwide land use alternatives released in the summer of 2021. The six townwide alternatives are made up of different combinations of land use options for five focus areas around the town. Throughout the land use alternatives process, the Town hosted 12 GPAC meetings to receive input on the land use alternatives, including identification of focus areas for the land use alternatives, priorities for the land use process, and likes and dislikes of the current land use plan. In the fall of 2021, the Town presented the various land use options for the five focus areas to the Planning Commission and Town Council to select a preferred land use plan for the GPU. The preferred land use plan has been incorporated into the GPU as the land use diagram and is the basis for guiding development in Truckee through 2040.

2.2.3 General Plan Objectives

Section 15124 of the State CEQA Guidelines requires an EIR to include a statement of project objectives. The objectives assist the County, as lead agency, in developing a reasonable range of alternatives to be evaluated in this draft EIR. The project objectives also aide decision makers in preparing findings and, if necessary, a statement of overriding considerations. The statement of objectives also includes the underlying purpose of the project.

The general plan is the principal policy document for guiding future conservation and development of the town. It represents an agreement among the citizens of Truckee on basic community values, ideals, and aspirations to govern a shared environment. The general plan has a long-term horizon, addressing a timeframe through 2040, yet it brings a deliberate, overall direction to the day-to-day decisions of the Town Council, its commissions, and Town staff.

Consistent with, and in furtherance of the community's shared values, the objectives of the GPU are to:

- Maintain and enhance the quality of life and unique community character of Truckee through preservation of the town's special characteristics and resources and development of new land uses that support and complement the community.
- Emphasize and enhance the visual and physical connection between the town's natural and built environment.
- Encourage mixed use development along corridors and within neighborhood centers and promote sustainable land use patterns.
- Create a comprehensive and sustainable multimodal transportation system that supports the daily travel needs of residents, commuters, second homeowners, and visitors alike through equitable investment in all modes.
- Enhance natural systems by promoting aquatic and terrestrial biodiversity and by implementing environmental, ecological, and conservation-minded strategies.
- Increase the amount of permanently protected, connected, and publicly accessible open space in and around Truckee.
- Reduce greenhouse gas emissions in all sectors, including transportation, land use, building energy, and solid waste, through comprehensive and robust planning and implementation.
- Minimize the potential risk to life and property from natural and human-made hazards in the town.
- Meet the demand for industrial land and support a modern industrial economy.
- Build upon the Town's existing assets to diversify and strengthen the local economy in ways that are appropriate and responsive to Truckee's community, businesses, and natural environment.

2.2.4 Relationship to Other Plans and Regulations

A general plan is distinct from a zoning ordinance and other land use planning documents. Although all these documents regulate how land may be used and developed, they do so in different ways. A general plan has a long-term outlook that identifies the types of development that are allowed, the spatial relationships among land uses, and the general pattern of future development. A zoning ordinance implements a general plan by regulating development through specific standards, such as lot size, building setback, setting allowable uses, or through infrastructure improvements and financing. Development must not only meet the specific requirements of the zoning ordinance but also the broader policies set forth in the general plan.

There are also several Area Plans that are incorporated and made part of Truckee2040. An Area Plan specifies the distribution, location, types, and intensity of land uses, and provides specific policies concerning development in a distinct geographical area. The goals, policies, and programs of an Area Plan are designed to supplement, not duplicate, the General Plan.

2.2.5 Structure and Content of the General Plan

Truckee2040 would update the existing 2025 General Plan and Downtown Specific Plan to reflect the Town's past accomplishments, adopted plans and initiatives, and new priorities. Truckee2040 would modify goals, policies, and implementation programs and update the land use diagram. Truckee2040 would provide for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. Truckee2040 would propose new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations.

The Housing Element was updated and adopted by the Town in 2019 and is not an element of the GPU evaluated in this EIR. The project would support the goals and policies of the Housing Element by designating appropriate sites for a diversity of housing, and by promoting infill development. The GPU also seeks to minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee-Tahoe Airport, in accordance with its airport land use compatibility plan.

The Policy Document includes a Land Use Element, a Community Character Element, a Mobility Element, an Economic Development Element, a Conservation and Open Space Element, a Safety and Noise Element, a Climate Action Plan Element, and a Community Character Element. The Policy Document contains the policy framework that would guide future development decisions within the town. It also identifies implementation actions to ensure the goals and policies of the GPU are carried out. Policies and actions in the GPU would help minimize the potential for air quality pollution, particularly particulate matter, and water quality pollution from both point and non-point sources. Under the proposed GPU, new development would be required to minimize risks associated with geologic, wildland fire, avalanche, flooding, and other hazards. In addition, the GPU aims to protect Truckee's historic, cultural, archaeological and paleontological resources, which reinforce the town's community character and cultural heritage. Design standards for new development are to be enforced to maintain and enhance the appearance of the town and preserve Truckee's community character.

DOWNTOWN TRUCKEE PLAN UPDATE

Truckee2040 also includes a focused update of the Downtown Specific Plan, which was prepared in 1997. The Downtown Specific Plan is a comprehensive land use development plan that consists of three separate volumes: Volume I includes the Existing Conditions Report; Volume II includes the Policies and Programs, and Volume III includes the Historic Design Guidelines. Truckee2040 includes the Downtown Truckee Plan, which replaces Volume II of the 1997 document and is intended to guide growth and development within downtown Truckee. No changes to Volumes I and III are proposed. The Downtown Truckee Plan identifies the vision and guiding principles for future development in the downtown, designates land to accommodate a variety of uses, and sets forth policies, projects, implementation plans, and regulation related to land use, mobility and parking, the public realm and streetscape design, parks and activity centers, and historic resources.

PROPOSED LAND USE DESIGNATIONS

The land use designations proposed in the GPU are generally consistent with existing development types and reflect recent development trends in the town. Some designations would be updated to allow intensified use (commercial and industrial designations) or workforce housing (industrial and public designations). In addition, Truckee2040 would propose new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations. A summary of the proposed land use designations is provided in Table 3-1 in Chapter 3, "Project Description."

Mixed use land use designations provide flexibility that encourages housing inter-mixed with jobs and retail and increases access to services and opportunities while reducing commutes. Mixed use designations allow for land to be used more efficiently, thereby reducing land consumption and the need to expand infrastructure into outlying areas. The proposed mixed use land use designations would be supported by policies and actions, identified in the Land Use Element, to amend the Town's Development Code to require buildings to be placed closer to the street, creating a vibrant pedestrian-friendly corridor. In addition, policies and actions would result in coordinated transportation investments in sidewalks, bikeways, and transit infrastructure to promote a reduction in automobile trips.

The proposed Business Innovation land use designation reflects the broader range of users that are occupying industrial spaces in Truckee. This new designation allows a slightly higher maximum floor-area-ratio of 0.5 (compared to an average floor-area-ratio of 0.2 in the current Industrial designation) and would cater to light industrial, office, and customer-serving uses, such as brewers, coffee roasters, and gyms. It would not allow for land-intensive industrial uses like warehousing or outdoor storage yards. The Business Innovation designation would also allow for

live/work units at up to 12 dwelling units per acre, whereas the current Industrial designation limits workforce housing to 4 dwelling units per acre.

The Land Use Diagram for the GPU designates land uses within the town limits and the Land Use Diagram for the Downtown Plan designates land uses for downtown. The GPU and the Downtown Truckee Plan identify the permitted land use densities and intensities for each land use designation. Development capacity is calculated by determining the amount of new development that could occur if all remaining vacant and underutilized land is built out according to the plan. Buildout projections reflect the maximum total amount of residential and non-residential development, including existing and future development capacity, that could occur with implementation of Truckee2040.

Baseline conditions are those conditions that currently exist within the town. The analysis in this EIR and policies in the proposed GPU are informed by information gathered at the initiation of the GPU process in 2018 as updated to reflect the most current conditions available. Table 2-1 identifies existing development in the baseline condition and the development capacity with implementation of Truckee2040. This EIR evaluates the potential effects of Truckee2040 buildout compared to existing development. However, as discussed further below, buildout of the GPU would not occur within the planning horizon (i.e., by 2040).

Table 2-1 GPU Development Capacity and Buildout Projections

Scenario	Acres	Residential (dwelling units)[1]	Commercial (sq. ft.)[2]	Office (sq. ft.)[3]	Industrial (sq. ft.)[4]	Population	Jobs
Existing Development	21,504	13,367	1,073,000	604,000	931,000	33,952	7,647
Truckee2040 Development Capacity	3,192	5,951[5]	891,000	390,000	245,000	15,116	3,648
Truckee2040 Buildout	21,504	19,318	1,964,000	994,000	1,176,000	49,068	11,295

Notes:

[1] assumes 2.54 persons per dwelling unit based on 2018 Department of Finance data.

[2] assumes 500 square feet per employee.

[3] assumes 250 square feet per employee.

[4] assumes 800 square feet per employee.

[5] does not include 393 lodging rooms.

AREAS WITH POTENTIAL FOR GROWTH

Land use changes anticipated with implemented of the GPU would be concentrated in approximately 3 percent of the total area within the town limits. The remaining 97 percent of the town would maintain a similar character, maintaining the potential for development allowed under the 2025 General Plan. The limited scope of the proposed changes is partially because large areas of the town are already built out or preserved as open space, but it is also because many of the new growth areas of the town have been planned through separate specific plans or master plans. The area along Donner Pass Road between the Coldstream Specific Plan and the Railyard Plan, including the area of the Downtown Truckee Plan, is the portion of the policy area anticipated to have the most development to accommodate the growth anticipated through 2040. Other areas, including those along the shore of Donner Lake, may experience moderate development with implementation of the proposed GPU. Most of the area outside of the established plan areas or communities is anticipated to experience a low rate of growth.

TOWN OF TRUCKEE GROWTH PROJECTIONS

In addition to identifying the development capacity of the GPU at full buildout, the Town has prepared several separate evaluations of potential for growth over the planning horizon. The 2018 Existing Conditions Report identifies a range of population projections that were calculated using both a low average annual growth rate (AAGR) of 0.39 percent (based on the growth rate between 2010 and 2018) and a high AAGR of 1.06 percent (based on the growth rate between 2000 and 2018). A non-residential market analysis was released in January 2020 that identified a likely AAGR for use in the GPU (BAE 2020). However, Governor Gavin Newsom subsequently issued Executive Order N-33-20 on March 4, 20202, which declared a State of Emergency in response to the emerging global Coronavirus

Pandemic and instituted a stay-at-home order. The stay-at-home policies caused a substantial shift to remote work that allowed workers the flexibility to relocate. The Town undertook a subsequent evaluation of growth projections in June of 2021 to understand the potential for lasting effects on the Town's growth projections.

The analysis of pandemic-induced changes in population and household numbers found that there was a substantial net increase in households in 2020 (estimated at 370, equivalent to 999 residents) but that there was also a net decrease in households in the first four months of 2021 (estimated at 202 households or 545 residents). Available data indicate that the flow of new residents into the area during the pandemic largely reversed and pre-pandemic growth projections remain representative of long-term growth (BAE 2021).

The growth projections used in this EIR are based on population and household data available for 2018 from the California Department of Finance (DOF) and the observed AAGR of 0.9 percent between 2000 and 2019 (BAE 2021), which is similar to the higher AAGR disclosed in the Existing Conditions Report. Household projections are based on the 2000-2019 household AAGR of 1.0 percent through 2030 and then reduced to 0.9 percent after 2030, based on the assumption that the ratio of persons to occupied housing units will stabilize after 2030 (BAE 2020:48). Refer to Table 3-3 in Chapter 3, "Project Description," of this EIR.

Population and household projections through the planning horizon of the GPU (2040) are lower than could be accommodated by full buildout of the GPU. Based on the magnitude of difference between the projections and the capacity with implementation of the GPU, full buildout of the GPU is unlikely to occur during the planning horizon. The GPU provides guidance in determining the appropriate or desirable locations for growth while adhering to policies that define where and how development will occur, thereby preventing an unnecessarily scattered pattern of development and associated demands on public services, above-average public service costs, and unnecessary and avoidable destruction or degradation of valuable resources. The GPU does not promote the growth of the Town's population to any specific level.

2.2.6 Limited Rezoning for Residential

In furtherance of the goals and policies of the Housing Element, the Town has obtained Senate Bill (SB) 2 grant funding from the State. Through this program, the State assists local governments with the preparation, adoption, and implementation of plans that streamline housing approvals and accelerate housing production to respond to the state's housing shortage and high housing costs. The rezones would occur at four distinct sites. Two (High Altitude Fitness and the Former CHP Site) would be zoned Multi—Family Residential (RM), allowing for up to 24 dwelling units per acre. The other two sites (Tahoe Truckee Lumber and Jibboom Street) would be rezoned as Downtown Mixed Use.

2.3 ENVIRONMENTAL IMPACTS AND REVIEW PROCESS

This draft EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.) to evaluate the physical environmental effects of Truckee2040. The Town of Truckee is the lead agency. The existing conditions against which potential environmental impacts are evaluated are based on the environmental and regulatory setting information published in the November 2018 Existing Conditions Report. Relevant portions of the Existing Conditions Report are included in throughout Chapter 4 of this EIR. Where changes to the environmental or regulatory setting (e.g., new information, regulatory changes) are not included in the Existing Conditions Report and these changes are relevant to understanding Truckee2040's potential impacts, additional background information is provided in the draft EIR resource section.

This draft EIR analyzes the significant environmental impacts of Truckee2040, mitigation measures to avoid or reduce these impacts, and alternatives to Truckee2040. It was prepared to disclose this information to decision makers, members of the public and public agencies, so that informed decisions can be made about Truckee2040. CEQA requires that decision makers make informed decisions on a project, considering the information presented in the EIR, along with social, economic, and other factors.

The Town of Truckee Town Council has the principal responsibility for approving and carrying out Truckee2040 and for ensuring that the requirements of CEQA have been met. After the draft EIR public review process is complete and the final EIR is prepared, the Town Council will consider whether to certify the final EIR and adopt Truckee2040.

Table 2-2, presented at the end of this chapter, provides a summary of the environmental impacts for Truckee2040. The table provides the level of significance of the impact without mitigation measures, recommended mitigation measures to avoid or substantially lessen significant impacts, and the level of significance of the impact with mitigation measures.

Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: (a) disapprove a project because of its significant environmental effects; (b) require changes to a project to reduce or avoid significant environmental effects; or (c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (State CEQA Guidelines Sections 15042 and 15043).

In approving a project, for each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). Per PRC Section 21061.1, feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account, economic, environmental, legal, social, and technological factors.

If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explains why the project's benefits outweigh the significant environmental effects (State CEQA Guidelines Section 15093).

When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (State CEQA Guidelines Section 15091[d]).

2.4 ALTERNATIVES

Chapter 6, "Alternatives," includes an evaluation of four alternatives to Truckee2040:

- Alternative A: No Project-No General Plan Update (Continue 2025 General Plan)
- Alternative 2: Infill Development
- Alternative 3: Reduced Development in Focus Areas
- Alternative 4: Advanced Greenhouse Gas Reduction

Alternative 1: No Project-No General Plan Update (Continue 2025 General Plan) fulfills the CEQA requirement to compare the relative impacts of not approving Truckee2040 to the anticipated effects of adopting and implementing Truckee2040. Alternative 1 continues the existing development type and intensity allowed under the 2025 General Plan. Land use designations have been updated to correspond with the new proposed land use designations. However, no change in the total development capacity from what was anticipated under the existing 2025 General Plan would occur. The Gray's Crossing Specific Plan has been removed and the West River Focus Area has been removed from the Downtown Specific Plan. Areas previously identified as Planned Communities are designated as Plan Area (i.e., Coldstream Specific Plan and Joerger Ranch Specific Plan).

Alternative 2: Infill Development would include the same policies and implementation programs as the GPU evaluated in this draft EIR but would revise the land use diagram to encourage more compact development patterns. To realize the desired development patterns, this alternative could include use of a transfer of development rights programs in which land owners outside of developed areas of the town would be compensated for redirecting their development rights to land within these areas: policy incentives and disincentives to focus future population, housing,

and employment growth within the most developed areas of the town; and an action to develop a program that would incentivize conversion of golf courses located in developed areas to residential uses.

Alternative 3: Reduced Development in Focus Areas would reduce development in the Donner Lake area, Gateway District, and West River District by decreasing the allowed residential density and non-residential FAR. This alternative would generally allow the same land use types proposed in the GPU, with the exception of one site in the Gateway District, which would be designated Resource Conservation/Open Space.

Alternative 4: Advanced Greenhouse Gas Reduction would build upon the proposed GPU and would have the same land use diagram and development capacity as the GPU. In addition, the policies and actions proposed in the GPU would be supplemented with a suite of policies intended to further reduce the Town's GHG emissions in alignment with the State's long-term goals.

2.4.1 Environmentally Superior Alternative

Alternative 3 is the environmentally superior alternative because it would reduce most impacts of Truckee2040. Alternative 3 would reduce overall impacts in 6 of the 17 resource areas evaluated in this draft EIR by concentrating development.

2.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Truckee2040, as proposed, is the product of a planning process that included the preparation of a Land Use Alternatives Briefing Book (Town of Truckee 2021). As described above, this process incorporated input from the community and the GPAC, under the guidance of industry professionals. Throughout the land use alternatives process, the Town hosted meetings to receive input on the land use alternatives, including identification of focus areas for the land use alternatives, priorities for the land use process, and likes and dislikes of the current land use plan. The preferred land use plan remains an area of controversy. In response, two alternatives that are derivatives of the land use alternatives process are evaluated in Chapter 6, "Alternatives," of this EIR.

A notice of preparation (NOP) of a draft EIR was circulated to the public on March 4, 2022, in accordance with the State CEQA Guidelines. A public scoping meeting was held on March 14, 2022. The purpose of the NOP and the scoping meeting was to provide notification that an EIR for was being prepared for the project and to solicit input on the scope and content of the environmental document. The NOP and public comments on the NOP are included in Appendix A of this draft EIR. Key concerns and issues that were expressed during the scoping process included:

- preserving community character and viewsheds;
- potential development of presently undeveloped property;
- managing wildfire hazards;
- affordable workforce housing;
- infrastructure and utility expansions necessary to accommodate projected growth;
- potential for effects of groundwater withdraw;
- potential for roadway congestion and increased air traffic;
- policies and actions that the Town could employ to reduce greenhouse gas emissions; and
- effects of development on water quality.

Issues to be resolved include choosing among alternatives to Truckee2040 and deciding whether and how to mitigate the significant environmental impacts of Truckee2040. Additionally, if it adopts Truckee2040, the Town of Truckee must decide whether specific social, economic, or other benefits of Truckee2040 outweigh its significant unavoidable environmental impacts; if so, the Town Council must adopt a Statement of Overriding Considerations.

Table 2-2 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant	SU = Significant and unavoidable		
Aesthetics			
Impact 4.1-1: Have a Substantial Adverse Effect on a Scenic Vista GPU policies would protect scenic vistas. With implementation of these policies, projected development would not be expected to substantially alter views of scenic vistas. Therefore, impacts to vistas would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.1-2: Substantially Damage Scenic Resources, including, but Not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway The GPU would facilitate development that could be visible from locally designated scenic corridors. GPU policies would protect scenic resources along locally designated scenic corridors. With implementation of these policies, projected development under the GPU would not be expected to substantially alter views of important scenic resources from visually sensitive areas. Therefore, impacts to scenic resources viewed from key locations, including designated corridors, would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.1-3: In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings The GPU would promote development within and near the Town's developed areas, which would minimize changes to Truckee's mountain-town character. GPU policies would encourage new development to be compatible with the scale and character of existing development and would preserve and enhance Truckee's visual character and quality. Nonetheless, development that could occur with implementation of the proposed GPU, in concert with state laws that could result in increased density, could change in visual character of the town in a manner that some perceive as a degradation of baseline conditions. Therefore, impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.1-4: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area The GPU would facilitate development that would introduce new sources of light and glare, which would increase overall ambient nighttime light and daytime glare from building materials. Because the GPU includes policies to preserve views of the night sky and minimize light pollution and glare in Truckee, impacts to existing development would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Agriculture and Forestry Resources			
Impact 4.2-1: Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest Use Implementation of the GPU would not convert any land designated as Open Space that includes forest land. However, future development allowed under the GPU would result in the development of rural residential uses within areas that have tree cover, which would result in the removal of trees. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. Therefore, the project's forest resources impact is considered less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.2-2: 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 Implementation of the GPU would not convert any land designated as Open Space that includes forest land. However, future development allowed under the GPU would result in the development of rural residential uses within areas that have tree cover, which would result in the removal of trees. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. Therefore, the project's forest resources impact is considered less than significant.	LTS	No mitigation is required for this impact.	LTS
Air Quality			
Impact 4.3-1: Generate Construction-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ Projected development under the project would result in construction activities associated with the development of new land uses in the town. Construction activity associated with the development of these new land uses would result in emissions of ROG, NO_X, and PM_{10}. These emissions would exceed the daily emissions thresholds established by NSAQMD. Policy COS-8.8 would require new development in the GPU to use NSAQMD's CEQA guidance and mitigate significant construction impacts. Also, implementation of Policy COS-8.10 would require construction contractors to utilize Tier 3 and Tier 4 engines, which reduce NO_X exhaust, as well as basic construction measures that would reduce emissions of fugitive dust PM_{10}. However, at this programmatic stage, the Town cannot guarantee that implementing these measures would be sufficient to fully mitigate construction emissions for all projects in all scenarios. Thus, this impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.3-2: Generate Operation-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ Buildout of the project would result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and particulate matter. Emissions of NO_X under the project would be less when compared to baseline conditions due to regulatory mechanisms in place that will improve fuel economy into the future; however, emissions of ROG, CO, PM_{10}, and $PM_{2.5}$ would increase due to the introduction of new residential, commercial, and industrial development. As new development is constructed into the horizon of the project (2040), long-term operational emissions from such development would be evaluated on a project-by-project basis. Under those circumstances, emissions would be compared to NSAQMD's project-level mass emissions thresholds. While mitigation may be available to reduce emissions to less-than-significant levels, such mitigation cannot be assumed to be effective at this stage of review. Therefore, long-term operational emissions would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.3-3: Result in Long-Term Operational Local Mobile-Source CO Emissions Buildout of the project would not contribute to localized concentrations of mobile-source CO that would exceed an applicable ambient air quality standard. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.3-4: Expose Sensitive Receptors to a Substantial Incremental Increase in TAC Emissions Buildout of the project would generate emissions of diesel PM from project construction; however, due to the short-term nature of construction and the highly dispersive properties of diesel PM, construction-generated diesel PM would likely not constitute a potentially significant impact. Nevertheless, there is inherent uncertainty regarding the scale, location, and types of construction that could occur under the project. Therefore, there exists the possibility of potentially significant TAC generation that could expose a sensitive receptor to substantial TAC concentrations. The project could also result in an increased exposure of existing or planned sensitive land uses to stationary or mobile-source TACs that would exceed applicable health-based standards. Implementation of Policy COS-8.7 would require future project applicants to conduct project-level health risk assessments (HRAs) to evaluate project-level emissions of TACs from construction and/or operational activity. However, the Town cannot assume that mitigation would be available and implemented such that all future health risk increases from exposure to TACs would be reduced to less-than-significant levels. Therefore, this impact would remain significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.3-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People Buildout of the project would result in the potential for increased exposure of sensitive receptors to odorous emissions as compared to baseline conditions, particularly if new odorous land use types are constructed and operated. All feasible odor reduction measures have been incorporated into the project. There are no additional plan-level measures available that would reduce impacts from short-term and long-term odors. The nature, feasibility, and effectiveness of project-specific mitigation cannot be determined at this time. As such, the Town cannot assume that mitigation would be available and implemented such that all future odors would be reduced to less than significant levels. Therefore, this impact would remain significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Biological Resources			
Impact 4.4-1: 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 CDFW or USFWS Project development under the GPU may result in the disturbance or loss of special-status plant and animal species. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.4-2: Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, or Regulations or by CDFW or USFWS Projected development under the GPU may result in the loss or degradation of riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions,	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. This impact would be less than significant.			
Impact 4.4-3: 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 Projected development under the GPU may result in the loss or degradation of state or federally protected wetlands as defined by Section 404 of the CWA (including marsh, streams, vernal pool), or by the Lahontan RWQCB, through direct removal, filling, hydrological interruption, or other means. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Therefore, this impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.4-4: 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 Projected development under the GPU may interfere with the movement of resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors through habitat fragmentation, physical barriers to movement (e.g., fences, buildings, roadways), or anthropogenic noise. Additionally, development under the GPU may result in loss of wildlife nursery sites from direct removal or conversion of habitat or increased anthropogenic noise and human presence. The GPU includes policies that specifically requires that all new development avoid identified native wildlife nursery sites and wildlife corridors within or adjacent to the development site by implementing no-disturbance buffers around these areas or implementing project-specific design features. To support this policy, the Town would amend the Development Code through Action COS-3.F to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost. However, due to the wide variety of future project types, site conditions, and other circumstances associated with future development, complete avoidance of movement corridors or nursery sites may not be feasible. Therefore, this impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the proposed GPU and Downtown Truckee Plan policies and actions.	SU
Impact 4.4-5: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such As a Tree Preservation Policy or Ordinance Projected development under the GPU could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Following the restrictions and mitigations required in Section 18.30.155 of the Town code would mitigate these impacts to a less-than-significant level. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant	SU = Significant and unavoidable		
Cultural Resources			
Impact 4.5-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5 Projected development under Truckee2040 could adversely affect historical resources. The GPU, Downtown Truckee Plan, and the Development Code include policies to protect resources; however, avoidance of all historical resources may not be possible. This could result in damage to, or destruction of, a historic building or structure, thereby resulting in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. This would be a significant and unavoidable impact.	SU	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.5-2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to Section 15064.5 Projected development under Truckee2040 could adversely affect the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines. The GPU and Downtown Truckee Plan include policies to protect resources by surveying, avoiding, monitoring, recording, or otherwise treating discovered resources appropriately, in accordance with pertinent laws and regulations. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.5-3: Disturb Any Human Remains, including Those Interred Outside of Formal Cemeteries Previously undiscovered human remains could be discovered when soils are disturbed during construction of projected development under the project. Compliance with Health and Safety Code Sections 7050.5 and Public Resources Code Section 5097 would make this impact less than significant.	LTS	No mitigation is required for this impact.	LTS
Energy			
Impact 4.6-1: Result in Potentially Significant Environmental Impact due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation Land uses developed and operated under the proposed GPU would increase electricity and natural gas consumption. Buildings developed under the proposed GPU would comply with CCR Title 24 standards for building energy efficiency, and actions in the proposed Climate Action Plan Element would include zero net energy requirements in 2030 and 2040 for residential and commercial development, respectively. Construction-related energy consumption would be temporary and not require additional capacity or increased peak or base period demands for electricity or other forms of energy. Thus, energy consumption associated with the development of the project would not result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.6-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency Subsequent development in the town would be beholden to relevant measures contained in the proposed Climate Action Plan Element that pertain to energy conservation and renewable energy use. These goals and policies would be applied to future development within the town. For this reason, the project would not conflict with a local plan that encourages energy efficiency or the use of renewable energy. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant	SU = Significant and unavoidable		
Geology and Soils			
Impact 4.7-1: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving 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 None of the faults within the town limits are delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. Therefore, the risk of rupture is low. Impacts associated with fault rupture would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-2: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Strong Seismic Shaking Implementation of the project would result in the potential for development subject to future seismic events that could produce strong seismic ground shaking within the town that could damage structures or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with strong seismic shaking would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-3: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Seismic-Related Ground Failure, including Liquefaction Implementation of the project would result in the potential for development subject to future seismic events that could produce ground failure, including liquefaction, within the town that could damage structures and/or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-4: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Landslides Implementation of the project would result in the potential for development subject to future seismic events that could produce landslides within the town that could damage structures and/or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with landslides would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-5: Result in Substantial Soil Erosion or the Loss of Topsoil Implementation of the project would result in the potential for development that could require vegetation removal and grading, which could increase potential for wind and water soil erosion, especially in areas with steep slopes. However, compliance with applicable provisions of the Town of Truckee Development Code and policies of the Conservation and Open Space and Safety and Noise Elements of the GPU, as well as the California Construction General Permit Order 2009-0009-DWQ, would reduce the potential for substantial erosion. Impacts on soil erosion and loss or topsoil would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.7-6: 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 Implementation of the project has the potential to result in the development of facilities on unstable soils or geologic units. Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Because of the nature of the soils and groundwater conditions, the risk of lateral spreading, subsidence, liquefaction, and collapse occurring within the town is considered to be minimal. With adherence to the CBC, the Town Development Code, and G PU policies, impacts associated with unstable soils or geologic units would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-7: Be Located on Expansive Soil, Creating Substantial Direct or Indirect Risks to Life or Property The Town of Truckee generally is located on coarser grained soils with a lower potential for expansion. This, together with adherence to the CBC, applicable provisions of the Town of Truckee Development Code, and implementation of Safety and Noise Element policies in the GPU, would cause impacts relating to soil expansion to be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.7-8: Destroy a Unique Paleontological Resource or Site Projected development under Truckee2040 could destroy paleontological resources or sites. The GPU and Downtown Truckee Plan include policies to protect resources by surveying, avoiding, monitoring, recording, or otherwise treating discovered resources appropriately, in accordance with pertinent laws and regulations. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Greenhouse Gas Emissions			
Impact 4.8-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment Development that could occur under the proposed GPU would result in construction- and operation-related GHG emissions that could contribute to climate change on a cumulative basis. In developing the Climate Action Plan Element, the Town reviewed all feasible measures to close the emissions gap beyond 2030. All feasible reduction measures are included as policies and actions in the GPU. The GPU would result in GHG emission reductions sufficient to meet the 2030 GHG reduction targets and goals of the CAP, which are consistent and aligned with the goals identified in the 2017 Scoping Plan and SB 32. However, based on current emission estimates for the Town projected for 2040, 2045, and 2050, the CAP measures would not be sufficient to meet the targets for these years. Considering that the CAP would not meet its own 2040, 2045, and 2050 reduction targets, the proposed policies and programs included in the GPU would likely not result in sufficient GHG reductions for the Town to meet the longer-term goals of carbon neutrality established by Executive Order B-55-18 by 2045 and an 80 percent reduction from 1990 levels by 2050 as stated in EO S-3-05. Thus, this impact would be significant and unavoidable.	S	No additional feasible mitigation available beyond compliance with the proposed GPU policies.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Impact 4.8-2: Conflict with Any Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs Based on anticipated growth and technology, the project would result in GHG emissions that exceed the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. Because the project cannot demonstrate the necessary emissions reductions at this time, the project would conflict with these plans and regulations. Thus, this impact would be significant and unavoidable.	S	No additional feasible mitigation available beyond compliance with the proposed GPU policies.	SU
Hazards and Hazardous Materials			
Impact 4.9-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials Potential development under the GPU could result in more hazardous materials being transported, used, or disposed of within Truckee. This would result in the potential for exposure to hazardous substances. Hazardous material and waste transport, use, and disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. All hazardous waste would be transported, used, and disposed of in compliance with applicable federal and state laws and regulations, resulting in a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS
Impact 4.9-2: 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 Hazardous material and waste transport, handling, use, storage, and waste disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. Moreover, project implementation is not anticipated to result in development with unique characteristics that would result in a significant hazard as a result of reasonably foreseeable upset or accident conditions. All hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations, resulting in a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS
Impact 4.9-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School While development under the GPU could occur within one-quarter mile of a school and could expose schools to hazardous materials or wastes, such substances are regulated by federal, state, and local laws that would ensure these materials are controlled and that exposures are minimized, resulting in a less-than-significant impact relating to the risk of hazardous material or waste exposure within one-quarter mile of a school.	LTS	No mitigation is required for this impact.	LTS
Impact 4.9-4: Be Located on a Site Which Is Included on a List of Hazardous Materials Sites Compiled pursuant to Government Code Section 65962.5 and, As a Result, Would It Create a Significant Hazard to the Public or the Environment The town contains several identified hazardous materials handling and waste sites. Under the GPU, development could occur on or near these sites, or in other areas where hazardous wastes exist that have not been previously	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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identified. However, existing federal, state, and local laws and regulations pertaining to removal and disposal of contaminated soil, would protect new development activities from exposure to hazardous waste and result in a less-than-significant impact.			
Impact 4.9-5: For a Project Located within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, within 2 Miles of a Public Airport or Public Use Airport, Would the Project Result in a Safety Hazard or Excessive Noise for People Residing or Working in the Project Area The Truckee Tahoe Airport borders the policy area to the southwest, which could lead to airport noise and safety hazard exposure for people and workers within the town. However, the GPU contains specific goals and policies related to land use and airport safety planning to minimize any conflict, thereby resulting in a less-than-significant impact with respect to airport noise and safety hazards.	LTS	No mitigation is required for this impact.	LTS
Impact 4.9-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan The project would increase the intensity of development in some pockets of the policy area and accommodate more growth, which could generate conflicts with existing adopted emergency response and evacuation plans by increasing traffic volume and decreasing the ratio of emergency response resources to residents. However, the GPU contains specific goals and policies related to emergency response and evacuation planning to minimize any conflict with such existing plans, and expressly calls for updating the plans to be compatible with growth, thereby resulting in a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS
Impact 4.9-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires Implementation of the GPU would allow for growth in an area at risk for wildfires, increasing the risk of exposing project occupants and structures to a significant risk of loss, injury, or death involving wildland fires. Implementation of existing Federal, State, and local regulations and GPU policies and actions would reduce impacts associated with exacerbated wildfire risks, but not to a less-than-significant level. This impact would remain significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Hydrology and Water Quality			
Impact 4.10-1: Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Groundwater Quality Development that may occur under the GPU could generate new sources of surface water and groundwater pollution, from both point and non-point sources, in the Truckee region, including Lake Tahoe. Point sources of pollutants would include industrial and commercial facilities, snow storage areas, and construction sites, while non-point sources would include new impervious or disturbed surfaces capable of generating an increase in stormwater runoff. Compliance with the existing Town Development Code, implementation of policies in the GPU, and compliance with the Construction General and Industrial General Permits would minimize these adverse effects.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Although there is no hydrologic connection between the Truckee area and Lake Tahoe due to the Lake's upstream location, the project could have an indirect physical effect on lake clarity and water quality via vehicle miles traveled (VMT) in the Tahoe Basin generated by growth under the GPU. There is a very limited correlation between VMT and roadway sediment loads. Roadway management practices (e.g., controls on use of winter roadway sand, installation of sediment capturing BMPs) have been shown to be the most effective means of limiting roadway-generated sediment from entering Lake Tahoe (Zhu et al. 2009). VMT in the Tahoe Basin anticipated to result from implementation of the GPU would not result in a substantial degradation of Lake Tahoe water quality or clarity due to implementation of roadway sediment management practices. Implementation of the General Plan would result in a less-than-significant impact on surface and groundwater quality.			
Impact 4.10-2: Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin The GPU would not substantially deplete groundwater supplies because the MVGB has adequate water to accommodate projected growth in the service area through the year 2035 even if no recharge of the basin were to occur. The GPU would allow for an increase in developed impervious area but at the most conservative estimate, this area would represent 0.008 percent of the policy area. Because groundwater supplies would not be depleted, groundwater withdrawal would not affect surface waters or wetlands. Furthermore, existing regulations, GPU policies, and land ownership would limit development of impervious surfaces in areas of potential recharge. Impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.10-3: 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 Result in Substantial Erosion or Siltation On- or Off-Site Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would result in substantial erosion or siltation on- or off-site would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.10-4: 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 Substantially Increase the Rate or Amount of Surface Runoff in a Manner Which Would Result in Flooding On- or Off-Site Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would result in flooding on- or off-site would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.10-5: 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 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 Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.10-6: 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 Impede or Redirect Flood Flows Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would impede or redirect flood flows would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.10-7: In Flood Hazard Zones or Seiche Zones, Risk Release of Pollutants Due to Project Inundation Some topographically lower areas within the town adjacent to waterbodies are located within the 100-year flood zone and could experience hazards associated with floods. Additionally, areas adjacent to lakes and reservoirs in the GPU area could experience flooding due to seiche. Areas located downstream from dams in the GPU area could flood during a dam failure. All of these potential flood events could risk release of pollutants. Existing Town Development Code and policies in the GPU discourage development within flood zones and strive to reduce hazards to existing development. Impacts related to flooding would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.10-8: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan The Truckee area is regulated by the Lahontan RWQCB which implements its Basin Plan to protect water quality. The local SGMA agencies implement the Martis Valley GMP, which protects groundwater in the Truckee area. The Truckee Development Code and GPU include policies to support both of these plans. The impact associated with the GPU on implementation of the Basin Plan and Martis Valley GMP is less than significant.	LTS	No mitigation is required for this impact.	LTS
Land Use			
Impact 4.11-1: Physically Divide an Established Community Development pursuant to the GPU and Downtown Truckee Plan would not physically divide any established communities. Policies and land use changes would facilitate and direct growth and expansion of existing or planned communities in an efficient and orderly manner. Policies also would minimize potentially incompatible land uses in planned communities and enhance connectivity between communities. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.11-2: 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 GPU would require modifications to the Town's Zoning Ordinance to provide consistency between the GPU and zoning; however, these modifications would not remove or adversely modify portions of the Municipal Code that were adopted to mitigate an environmental effect. In addition, the GPU would not conflict with a habitat conservation plan or natural community conservation plan. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Mineral Resources			
Impact 4.12-1: 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 There are areas within the town that contain known mineral resources. The GPU reduces the potential for implementation of the project to result in the loss of mineral resources through the designation of much of the land with mapped mineral resources as Resource Conservation/Open Space and Public and including policies that restrict uses in these areas to those compatible with mineral resource extraction. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Noise			
Impact 4.13-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the Town Development Code Buildout of the GPU could result in construction in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during the daytime, construction-noise-exempt hours per Section 18.44.070 of the Town's Development Code and GPU Policy SN-8.13; however, it is possible that construction activity may be required during the evening and nighttime hours. Some projects could require activities such as large continuous concrete pours outside of the exemption timeframe established within Section 18.44.070 of the Town's Development Code. Potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed Development Code nighttime noise standards as identified in Table 4.13-4. Policy SN-8.19 would implement noise reduction measures to minimize construction noise and reduce noise exposure during noise-sensitive time periods. However, it cannot be ensured that all impacts would be reduced to meet Town noise standards during any potential nighttime construction activity. Thus, the impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.13-2: Generate a Substantial Permanent Increase in Traffic Noise Levels at Noise-Sensitive Land Uses in Excess of the Standards in GPU Policy SN-8.8 Implementation of development associated with the GPU would result in an increase in traffic throughout the roadway network, thus, increasing traffic noise. A comparison of existing (2018) and future (2040) traffic noise identified four roadway segments that would surpass FTA guidance related to incremental traffic noise standards and two roadway segments that would surpass the Town's 60 CNEL noise compatibility threshold as a result of	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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GPU implementation. Due to the limited project-specific information currently available, it is not feasible to determine whether noise levels could be mitigated to the appropriate extent. For this reason, the impact would be significant and unavoidable.			
Impact 4.13-3: Expose New Sensitive Land Uses to Railroad Noise Levels in Excess of the Land Use Compatibility Standards for Community Noise Environment Identified in the Proposed Safety and Noise Element Implementation of the GPU could expose new sensitive receptors to railroad noise above the Town's exterior noise standards. Because project-specific details are not known at this time, it is not possible to conclude whether sensitive receptors would be subject to substantial levels of railroad noise and if GPU policies would reduce those noise levels to an acceptable level. Thus, the impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.13-4: Generate a Substantial Permanent Increase in Stationary Noise at Noise-Sensitive Uses in Excess of Standards Established by the Town Development Code Various types of new stationary noise sources would be implemented in the town as a result of GPU build out (i.e., parking lots, loading docks, heating and air conditioning systems). The Development Code limits loading dock activity during noise-sensitive times of day and establishes noise standards for HVAC equipment. Additionally, if proposed projects are located within areas of high existing noise levels or have the potential to expose sensitive land uses to noise levels that exceed applicable standards, the development would not be approved. Further, the GPU would involve the implementation of several policies designed to reduce potential noise impacts throughout the town. For this reason, the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.13-5: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels Construction activity associated with GPU implementation could generate short-term increases in vibration near sensitive receptors throughout the town based on each project's location. The GPU and Development Code would limit construction activity to particular times of day when sensitive receptors would not be as affected by groundborne vibration. GPU Policy SN-8.20 would require implementation of measures to reduce impacts from construction vibration. However, due to the current lack of project-specific information including location and construction equipment type, it is not possible to conclude that there would not be any substantial impacts resulting from construction that is consistent with the GPU. Similarly, implementation of the GPU could expose new sensitive receptors to elevated levels of vibration due to railroad operations. Because project-specific details are not known at this time, it is not possible to conclude whether sensitive receptors would be subject to substantial levels of groundborne vibration and if GPU policies would reduce those levels of vibration to an acceptable level. Thus, the impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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Impact 4.13-6: For a Project Located Within the Vicinity of a Private Air Strip or an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 Miles Of A Public Airport Or Public Use Airport, Would The Project Expose People Residing Or Working In The Project Area To Excessive Noise Levels The GPU would not locate sensitive land uses within a 60 CNEL aircraft noise contour of the Truckee Tahoe Airport. Additionally, the GPU would require compliance with the adopted Truckee Tahoe Airport Land Use Compatibility Plan and coordination with Truckee Tahoe Airport District and Truckee Tahoe Airport Land Use Commission to ensure noise standards are met. Furthermore, Section 18.44.070 of the Development Code exempts public transportation facilities, including airports, from the provisions in the noise chapter. For these reasons, the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Population and Housing			
Impact 4.14-1: 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) Implementation of Truckee2040 would facilitate new residential development in the town, which would accommodate an increase in the population to an estimated 20,100 by the year 2040 and an estimated 23,200 at buildout beyond 2040. Growth under Truckee2040 would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions). Because projected development under the GPU would result in population growth consistent with estimated population projections, impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.14-2: Displace Substantial Numbers of Existing People or Housing, Necessitating the Construction of Replacement Housing Elsewhere Truckee 2040 would facilitate the development of new housing in accordance with state and local housing requirements. Although future redevelopment projects could displace residents temporarily during construction activities, this displacement would not be widespread. Potential impacts related to displacement of people or housing such that construction of replacement housing would be required would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Public Services			
Impact 4.15-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Fire Protection Projected development under the GPU would increase demand for fire protection service. Excess capacity exists within the TFPD, and new and expanded facilities have been identified to serve the anticipated demand. In addition, the proposed Public Safety Element includes several policies that would reduce potential impacts to fire and emergency services. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.15-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Police Protection Projected development under the GPU would increase demand for law enforcement services, but would not result in the need to construct new law enforcement facilities. Therefore, impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.15-3: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Schools Projected development under the GPU could increase student enrollment. However, the payment of state-mandated school impact fees is deemed full mitigation by the State of California. Therefore, impacts to schools would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.15-4: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Parks The development of parks is within the scope of the changes to the physical environment anticipated with buildout of the GPU and the environmental effects of new or physically altered facilities within the town limits would be consistent with the potential for construction and ground disturbance evaluated throughout this EIR. Potential for adverse environmental impacts would be addressed through compliance with the GPU policies and actions developed to protect environmental resources, as well as any project-specific mitigating measures. Environmental impacts as a result of construction or expansion of recreational facilities would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Recreation			
Impact 4.16-1: 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 The General Plan Update includes a proposed policy that is consistent with the requirements of the Quimby Act for provision of parkland. Furthermore, the availability of recreation opportunities provided by state and federal public lands minimizes demand for parks and reduces the potential for physical deterioration of existing parks as a result of overuse. Impacts to parks would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.16-2: Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities which Might have an Adverse Physical Effect on the Environment New or expanded parks would be required to support growth anticipated through the GPU horizon. These facilities would be located within the portions of the town identified for potential development in the land use diagram and would be subject to the GPU policies and actions identified throughout this plan. Impacts to the environment as a result of construction or expansion of recreational facilities would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant	SU = Significant and unavoidable		
Transportation			
Impact 4.17-1: Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities The development and growth associated with implementation of the GPU would increase the demand and use of bicycle, pedestrian, and transit facilities and increase vehicular traffic. However, the GPU includes goals, policies, and actions that would enhance and expand transit, bicycle, and pedestrian facilities to provide a more connected and efficient multimodal transportation network. Additionally, the GPU would not conflict with a program, plan, ordinance, or policy addressing transit, bicycle, or pedestrian facilities. Therefore, this impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.17-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Over the planning horizon, the service population (residents, employees, and visitors) in the town would increase. As a result, vehicle trips and overall VMT would increase. However, because of the nature of buildout of the GPU which concentrates the proposed land use changes within approximately 3 percent of the Town's total land area and focuses on infill development, it is estimated that VMT per service population would be reduced by approximately 10 percent. Additionally, the GPU also includes policies that would expand transit, bicycle, pedestrian, and complete street networks; and implement transportation demand management strategies. These policies would provide additional VMT reduction benefits not captured in the VMT modeling. However, the effectiveness of the proposed VMT reducing polices and actions contained within the GPU are not known and subsequent vehicle trip reduction effects cannot be guaranteed. Therefore, due to uncertainties regarding the ability for the aforementioned policies and actions to quantifiably reduce VMT impacts, this impact would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.	SU
Impact 4.17-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) Through implementation of the goals, policies, and actions of the GPU, existing conflicts between motor vehicles and non-motorized travelers would be reduced over time. Additionally, all future development would be subject to, and designed in accordance with Town of Truckee design and safety standards. Therefore, the GPU would not substantially increase transportation-related hazards, and the impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.17-4: Result in Inadequate Emergency Access The GPU includes circulation improvements and policies that would enhance emergency access throughout Truckee. Additionally, emergency access for any future discretionary developments under the GPU would be subject to review by the Town of Truckee and responsible emergency service agencies; thus, ensuring all future projects would be designed to meet all Town of Truckee emergency access and design standards. Therefore, the GPU would not result in inadequate emergency access. This impact would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant	SU = Significant and unavoidable		
Tribal Cultural Resources			
Impact 4.18-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource Although consultation with UAIC did not result in the identification of specific tribal cultural resources as defined under PRC Section 5024.1(c), the area is known to be important to both UAIC and the Washoe tribe. It is possible that tribal cultural resources could be identified during analysis of subsequent projects. Nevertheless, avoidance of tribal cultural resources may not be possible in all cases and the possibility remains that excavation activities might not be able to avoid impacting significant tribal cultural resources. Because California Native American Tribes consider any disturbance of a tribal cultural resources to be a substantial adverse change, this would be a significant and unavoidable impact.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Utilities and Service Systems			
Impact 4.19-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects New or expanded facilities would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR, and would be subject to GPU policies and actions intended to protect the environment. Impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.19-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry and Multiple Dry Years Projected development under the GPU would result in an increase in water demand. The UWMP demonstrates ample supply during normal, dry, and multiple dry years; includes identification of infrastructure upgrades; and would continue to be updated every 5 years to address realized growth and demand. Overall, the development pattern encouraged by the GPU would preserve and enhance the Truckee River corridor and Donner Lake, while promoting improved watershed health and yield through regulated development and land uses. In addition, GPU policies would require the Town to work with TDPUD to ensure coordination of development and provision of services within the town, as well as policies that encourage water purveyors to plan for long-term needs and support the efforts of local water agencies to identify, procure, and plan for long-term projected future water demand. Implementation of Truckee2040 is not anticipated to result in insufficient water supply or environmental effects due to the construction of new or expanded water infrastructure. Impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 4.19-3: Result in a Determination by the Wastewater Treatment Provider, which Serves or May Serve the Project That it has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments Projected development under the GPU would result in an overall increase in the amount of wastewater generated in the town. While the population growth could result in greater wastewater generation, the WRP has available capacity to serve projected buildout demands. Existing wastewater treatment plants would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce wastewater generation. Therefore, impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.19-4: 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 Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce solid waste. Therefore, impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 4.19-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce solid waste. Therefore, impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Wildfire			
Impact 4.20-1: Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone The GPU would increase the intensity of development in some pockets of the policy area and accommodate more growth, which could generate conflicts with existing adopted emergency response and evacuation plans by increasing traffic volume and decreasing the ratio of emergency response resources to residents. However, the GPU contains specific goals and policies related to emergency response and evacuation planning to minimize any conflict with such existing plans, and expressly calls for updating the plans to be compatible with growth, thereby resulting in a less-than-significant impact.	LTS	No mitigation is required for this impact.	LTS
Impact 4.20-2: 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 Wildfire in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone Implementation of the GPU would allow for growth within an area at risk for wildfires and existing steep slopes and prevailing winds, increasing the risk of exposing project occupants to pollutant concentrations from a	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
wildfire or the uncontrolled spread of wildfire. Implementation of existing Federal, State and local regulations, GPU policies and actions would reduce impacts associated with exacerbated wildfire risks but not to a less-than-significant level. Impacts would be significant and unavoidable.			
Impact 4.20-3: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone Implementation of the GPU and Downtown Truckee Plan may require the installation or maintenance of infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities). These utilities would not typically exacerbate fire risk or result in temporary or ongoing impacts to the environment. Implementation of existing federal, state and local regulations and GPU policies and actions would reduce impacts associated with exacerbated wildfire risks. However, the Town does not have jurisdiction and authority over utility equipment within and outside the town to ensure the utility companies are in compliance with existing regulations or mitigation measures. It cannot be guaranteed that the town would not experience an elevated wildfire risk associated with utility equipment required by buildout of the GPU or Downtown Truckee Plan. Impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 4.20-4: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone Implementation of the GPU would allow for growth within an area at risk for wildfires, increasing the risk of exposing people or structures to significant risks, including downslope or downstream flooding or landslides. Implementation of existing federal, state and local regulations, and GPU policies and actions would reduce impacts associated with post-fire risks but not to a less-than-significant level. Impacts would remain significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Cumulative			
Impact 5-1: Cumulative Aesthetics Impacts The project would contribute regional aesthetic changes. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-2: Cumulative Agriculture and Forestry Resources Impacts The cumulative impact area includes vast forested land, much of which is managed by the United States Forest Service (USFS). There is not a cumulative impact related to loss of forest land. Implementation of the GPU would not convert any land designated as Open Space that includes forest land. Any tree removal associated with	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.			
Impact 5-3: Cumulative Air Quality Impacts The project would contribute to cumulative air quality impacts associated with construction and operation of land uses in the Mountain Counties Air Basin (MCAB). There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant air quality impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 5-4: Cumulative Biological Resources Impacts The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts.	SU
Impact 5-5: Cumulative Cultural Resources Impacts The project would contribute to cumulative impacts associated with damage or loss of cultural resources. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 5-6: Cumulative Energy Impacts Population growth through the planning horizon would increase energy demand in the greater cumulative impact area, as well as the town. All subsequent discretionary development would be evaluated for consistency with adopted plans to improve energy efficiency or encourage renewable energy. This development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. Market factors, regulations, and policies and actions in the GPU would result in efficient and necessary consumption of energy that is not wasteful. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-7: Cumulative Geology and Soils Impacts Geology and soils impacts may be related to increased exposure to seismic hazards; increased risks associated with landslide, soil expansion, and subsidence; and loss of paleontological resources. These effects would occur independently of one another and are related to site-specific and project-specific characteristics and conditions. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 5-8: Cumulative Greenhouse Gas Emissions Impacts The project would contribute to global climate change. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts.	SU
Impact 5-9: Cumulative Hazards and Hazardous Materials Impacts Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-10: Cumulative Hydrology and Water Quality Impacts The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. The Town's Development Code specifies mandatory actions that must occur during project development, which would adequately address the potential for construction or operation of projects to affect water resources, as noted throughout the impacts discussed in Section 4.10, "Hydrology and Water Quality." Development associated with anticipated population growth in the greater cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-11: Cumulative Land Use and Planning Impacts Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or implementation of projects that do not adhere to adopted plans and regulations. Moreover, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to oppose development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU-12.9). The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 5-12: Cumulative Mineral Resources Impacts Construction of incompatible land uses could result in functional loss of availability of known mineral resources. There is not a significant cumulative mineral resources impact. Moreover, the GPU would designate much of the land with mapped mineral resources as Resource Conservation/Open Space and Public. The GPU also includes policies that restrict uses in these areas to those compatible with mineral resource extraction. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant	LTS	No mitigation is required for this impact.	LTS
Impact 5-13: Cumulative Noise Impacts The project would contribute to cumulative traffic noise impacts. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant noise impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 5-14: Cumulative Population and Housing Impacts Future development under Truckee2040 would not induce substantial population growth inside or outside of the town because GPU policies are focused on managing and planning for the location of projected future growth within the town and maximizing efficient development patterns. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-15: Cumulative Public Services Impacts Future development under Truckee2040 would not induce substantial demand for public services outside of the town. Similarly, anticipated growth in the cumulative impact area would not increase demand for public services in the town. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-16: Cumulative Recreation Impacts Future development under Truckee2040 would not induce substantial demand for recreation facilities outside of the town. Similarly, anticipated growth in the cumulative impact area would not increase demand for recreation facilities in the town. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
NI = No impact LTS = Less than significant S = Significant SU = Significant and unavoidable			
Impact 5-17: Cumulative Transportation Impacts Over the planning horizon, the service population (residents, employees, and visitors) in the town, would increase. As a result, vehicle trips and overall VMT would increase. Growth projected in the cumulative impact area would result in a similar increase in total VMT. Cumulative transportation impacts would be significant. Within the town, VMT per service population would be reduced through policies and actions proposed in the GPU. However, the effectiveness of the proposed VMT reducing polices and actions and subsequent vehicle trip reduction effects are uncertain. The GPU's contribution to this cumulatively significant transportation impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 5-18: Cumulative Tribal Cultural Resources Impacts The project would contribute to cumulative impacts associated with damage or loss of tribal cultural resources. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU
Impact 5-19: Cumulative Utilities and Service Systems Impacts Future development under Truckee2040 would not induce substantial demand for utilities and service systems outside of the town. However, the combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure outside of the town. The cumulative effects of related projects would be potentially significant. However, the demand for utilities and associate environmental effects within the town would not result in cumulatively considerable environmental effects. Cumulative impacts would be less than significant.	LTS	No mitigation is required for this impact.	LTS
Impact 5-20: Cumulative Wildfire Impacts Wildfire risk within the cumulative impacts area is an existing significant cumulative condition. Development anticipated to occur with buildout of the GPU could exacerbate wildfire risks in the cumulative impact area. Cumulative impacts would be significant and unavoidable.	S	No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.	SU

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3 PROJECT DESCRIPTION

California law requires adoption of a general plan "for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300). A general plan serves as the jurisdiction's "constitution" or "blueprint" for future decisions concerning a variety of issues including land use, health and safety, and resource conservation. All area plans, specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the direction provided in the general plan.

The Town of Truckee (Town) has prepared the 2040 General Plan (GPU) and Downtown Truckee Plan (together "Truckee2040" or the "project"), which would update the existing general plan and Downtown Specific Plan. Truckee2040 establishes the Town's vision for development and resource management through the year 2040 and would serve as the fundamental land use and resource policy document for the Town. This chapter of the draft EIR describes the key characteristics of Truckee2040, including the geographic extent, objectives, forecasted population growth, and required approvals.

3.1 LOCATION AND SETTING

3.1.1 Town Limits

The Town of Truckee is located in the Lake Tahoe region of north-eastern California, encompassing 34 square miles near the California-Nevada boundary in southeastern Nevada County. As shown in Figure 3-1, Truckee is approximately 12 miles north of Lake Tahoe, 30 miles west of Reno, Nevada and 100 miles east of Sacramento. The town lies just east of the Sierra Nevada's crest at Donner Pass, within the valley of the Truckee River and surrounding upland areas.

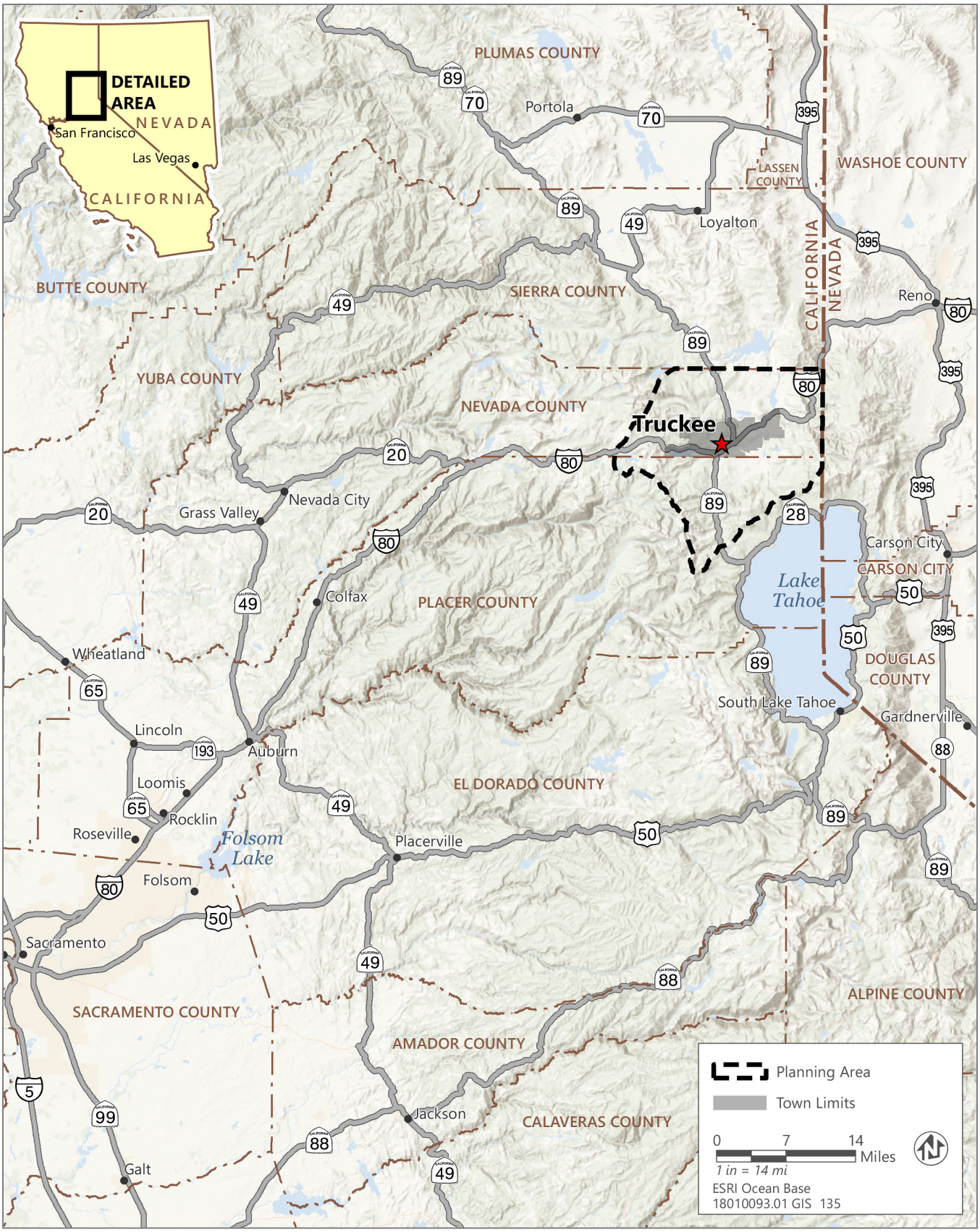
Truckee2040 would guide land use decisions within the town limits shown in Figure 3-2. Apart from the Truckee-Tahoe Airport and residential development adjacent to the Sierra Meadows neighborhood in Placer County, the town is bordered in all directions by undeveloped open space lands. Major highways providing regional access to the town include Interstate 80 (east/west), State Route 89 (north/south), and State Route 267 (north/south). Within the town limits, the downtown area serves as the main commercial and tourist center.

The town's setting within the high mountain environment of the Sierra Nevada mountain range has a strong influence on the town's topography. Dramatic mountain peaks lie beyond the town limits to the east, west, and south. Topography within the town varies widely, with elevations ranging from a low point of 5,700 feet at the Truckee River near Boca, to nearly 7,500 feet in upland areas in the Tahoe Donner neighborhood in the town's northwest corner. Forested upland areas are concentrated within the west and northern parts of the town, with more moderate, rolling terrain of treed rangeland and scrub extending southeast of the Truckee River to the Martis Valley. Donner Lake, an 830-acre freshwater lake, is a dominant feature of the western part of the town, occupying much of the area between Interstate 80 and the Placer County line.

PLAN AREAS

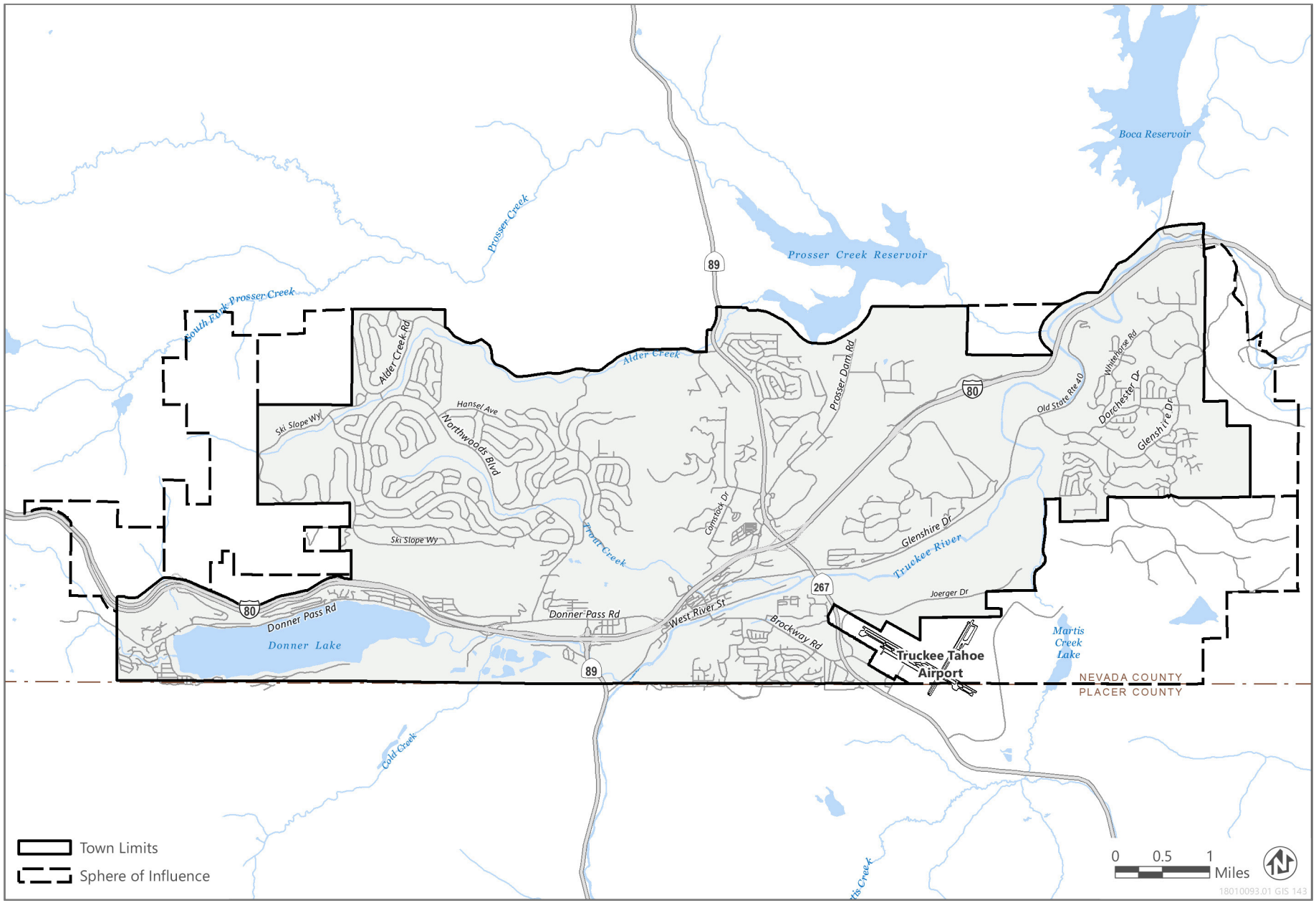
The town contains several planned communities that have established specific or master plans to guide land use development (Figure 3-3). These areas have unique development and site conditions necessitating additional review and guidance for development. Development proposed within these areas must be consistent with the adopted policies and development standards of the applicable plan.

- The Tahoe Donner Plan area is in the northwest portion of the town. Tahoe Donner was created as a planned community and includes primarily single family residential with neighborhood amenities and some supportive commercial.



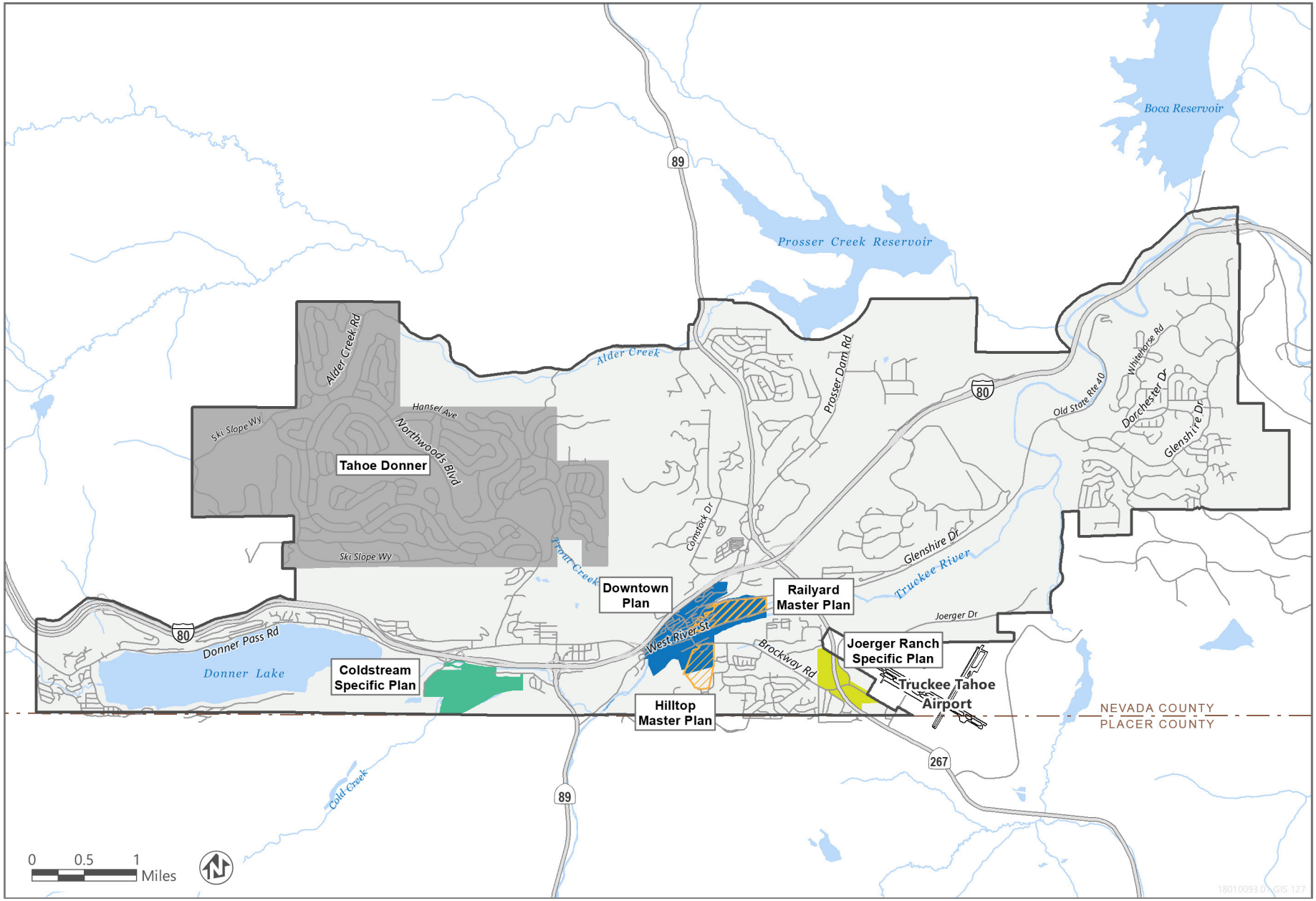
Source: Prepared by Ascent in 2022.

Figure 3-1 Regional Location



Source: Prepared by Ascent in 2022.

Figure 3-2 Truckee Town Limits



Source: data downloaded from the Town of Truckee in 2018; adapted by Ascent in 2022.

Figure 3-3 Existing Plan Areas

- The Coldstream Specific Plan area is in the southcentral portion of the town, east of the Donner Memorial State Park, along Deerfield Drive. The Coldstream Specific Plan was adopted by the Town in 2014 and provides policy guidance, development standards, and development guidelines for future development in the plan area. The plan supports mixed-use development that aims to restore, enhance, and revitalize the environmental quality of the area while concurrently preserving the historic traditions of the community.
- The Joerger Ranch Specific Plan area is located at the intersection of Highway 267, Brockway Road, and Soaring Way near the Truckee Tahoe Airport. The Joerger Ranch Specific Plan was adopted in 2015, amended in 2021, and includes policy guidance, development standards and guidelines for the development of commercial, manufacturing, workforce housing, and open space.
- The Downtown Specific Plan regulates land uses for the heart of Truckee and establishes policies to guide development of the historic downtown. The plan protects the mountain and historic character of the downtown; ensures a balanced mix of uses to support a complete community with a strong, diverse, year-round economy; and creates a connected multi-modal environment. Two master plan areas are located within the downtown and are subject to the following plans:
  - The Railyard Master Plan area encompasses the eastern end of historic downtown Truckee. The 2016 update of the plan includes development standards and policies for mixed residential and commercial land use development in the plan area.
  - The Hilltop Master Plan, adopted in 2008, guides mixed use residential and commercial land use development in the Hilltop area south of historic downtown Truckee.

3.1.2 Sphere of Influence

The sphere of influence (SOI) is the physical boundary within which the Town could annex land, as determined by the Local Agency Formation Commission pursuant to Government Code Section 56076. As shown in Figure 3-2, the SOI extends beyond the Town limits in the northeast and northwest. The Nevada County Local Agency Formation Commission approved the Town of Truckee Final Sphere of Influence Plan Update in 2010. Nevada County retains land authority within the SOI and no changes to the SOI or annexations are proposed in the GPU. For the purpose of this EIR, the Town limits and SOI are referred to as the policy area.

3.1.3 Planning Area

The larger planning area shown in Figure 3-1 has been used as context to inform preparation of the GPU. The State encourages cities and towns to look beyond their borders when undertaking a comprehensive planning effort like that of the GPU. For this reason, the GPU assesses the planning area, which includes a large area surrounding the town, extending north to the Sierra County line, west to the Nevada State line, east to Donner Summit and south to the Tahoe Regional Planning Agency boundary, encompassing the Northstar, Alpine Meadows and Palisades Tahoe ski areas. While the Town does not have regulatory power over the planning area, it signals to Nevada County and Placer County, and other nearby local and regional authorities that Truckee recognizes that development within this area has an impact on the future of the Town.

3.2 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines requires an EIR to include a statement of project objectives. The objectives assist the Town, as lead agency, in developing a reasonable range of alternatives to be evaluated in this draft EIR. The project objectives also aide decision makers in preparing findings and, if necessary, a statement of overriding considerations. The statement of objectives also includes the underlying purpose of the project.

As described above, the general plan is the principal policy document for guiding future conservation and development of the town. It represents an agreement among the citizens of Truckee on basic community values,

ideals and aspirations to govern a shared environment. The general plan has a long-term horizon, addressing a time-frame through 2040, yet it brings a deliberate, overall direction to the day-to-day decisions of the Town Council, its commissions, and Town staff.

Consistent with, and in furtherance of, the community's shared values, the objectives of the GPU are to:

- Maintain and enhance the quality of life and unique community character of Truckee through preservation of the town's special characteristics and resources and development of new land uses that support and complement the community.
- Emphasize and enhance the visual and physical connection between the town's natural and built environment.
- Encourage mixed use development along corridors and within neighborhood centers and promote sustainable land use patterns.
- Create a comprehensive and sustainable multimodal transportation system that supports the daily travel needs of residents, commuters, second homeowners, and visitors alike through equitable investment in all modes.
- Enhance natural systems by promoting aquatic and terrestrial biodiversity and by implementing environmental, ecological, and conservation-minded strategies.
- Increase the amount of permanently protected, connected, and publicly accessible open space in and around Truckee.
- Reduce greenhouse gas emissions in all sectors, including transportation, land use, building energy, and solid waste, through comprehensive and robust planning and implementation.
- Minimize the potential risk to life and property from natural and human-made hazards in the town.
- Meet the demand for industrial land and support a modern industrial economy.
- Build upon the Town's existing assets to diversify and strengthen the local economy in ways that are appropriate and responsive to Truckee's community, businesses, and natural environment.

The objectives specific to the Downtown Truckee Plan are:

- Preserve and enhance the historic mountain character of the downtown area.
- Maintain and enhance the walkable downtown core as the heart and soul of the community with a vibrant mix of land uses, historic character, and services and amenities.
- Provide access to the Truckee River.

3.3 PROJECT BACKGROUND

The Town last adopted a General Plan in 2006, which planned for growth and change through the year 2025. Truckee2040 would supersede the 2025 General Plan. Truckee2040 would address changes in State law that affect General Plans, advancements in contemporary planning principles, and updates to General Plan guidelines. The project would plan for growth anticipated to occur through 2040.

3.3.1 General Plan Update Process

The Town initiated Truckee2040 in November 2018 with preparation of the Existing Conditions Report. The Town subsequently completed the visioning phase, which led to the development of land use alternatives, and general plan elements. The process has been informed by regular coordination with the General Plan Advisory Commission (GPAC), a temporary Council advisory committee tasked with making recommendations on amendments to the Truckee General Plan to the Truckee Planning Commission and Town Council. The membership consists of volunteer community members representing a wide variety of backgrounds, perspectives, and interests.

The Town has hosted several events throughout the process to facilitate input from the community. Events included 10 community workshops on housing, the General Plan vision, and climate vulnerability, as well as virtual workshops on the land use alternatives and the Downtown Specific Plan Update. In addition, the Town has provided an interactive webpage and several online surveys to facilitate community engagement and input.

GENERAL PLAN VISION

A vision statement reflects what community members value most about the Town and their shared aspirations for the future. The Town worked closely with the GPAC to prepare the vision statement for the GPU to ensure the vision was reflective of the community. The GPU Vision Statement is as follows:

> In 2040, Truckee is a welcoming, inclusive, and thriving mountain town with a diverse community, strong-four season economy, and healthy environment. Truckee features a variety of housing types, arts and culture, and services to support full-time residents and visitors. Our historic downtown is the heart and soul of our town. As the hub, it connects a revitalized and accessible Truckee River with our neighborhoods and regional amenities through a comprehensive network of multi-use trails and transportation solutions.

LAND USE ALTERNATIVES REPORT

The land use alternatives process began in the Fall of 2019. The Town identified focus areas for potential land use changes based on the existing general plan, development patterns, and input from the community and the GPAC. The Town prepared preliminary land use alternatives for each focus area and published the Preliminary Land Use Alternatives Workbook for the 2040 General Plan Update in June 2020. The Town collected GPAC and community input on the preliminary land use alternatives and worked with the GPAC to further refine the land use alternatives and prepare the townwide land use alternatives released in the summer of 2021. The six townwide alternatives are made up of different combinations of land use options for five focus areas around the town. Throughout the land use alternatives process, the Town hosted 12 GPAC meetings to receive input on the land use alternatives, including identification of focus areas for the land use alternatives, priorities for the land use process, and likes and dislikes of the current land use plan. In the fall of 2021, the Town presented the various land use options for the five focus areas to the Planning Commission and Town Council to select a preferred land use plan for the GPU. The preferred land use plan has been incorporated into the GPU as the land use diagram and is the basis for guiding development in Truckee through 2040.

3.4 PROJECT CHARACTERISTICS

Truckee2040 would update the existing 2025 General Plan and Downtown Specific Plan to reflect the Town's past accomplishments, adopted plans and initiatives, and new priorities. Truckee2040 would modify goals, policies, and implementation programs and update the land use diagram. Truckee2040 would provide for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. Truckee2040 would propose new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations. The project would support the goals and policies of the Housing Element, which was updated and adopted by the Town in 2019 and is not an element of the GPU evaluated in this EIR. The GPU also seeks to minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee-Tahoe Airport, in accordance with its airport land use compatibility plan.

The project has been developed to protect the critical environmental resources that provide the scenic, open space, and recreational opportunities underpinning the community's character, quality of life, and local economy. Policies included in the GPU would help protect air and water quality, and minimize risks associated with geologic, wildland fire, avalanche, flooding, and other hazards. In addition, the GPU aims to protect Truckee's historic, cultural, archaeological, and paleontological resources, which reinforce the town's community character and cultural heritage.

The project also promotes a balanced, healthy, year-round economy, and a mix of housing that meets the needs of all residents and the local workforce.

3.4.1 General Plan Update

The General Plan is divided into two documents: an Existing Conditions Report and a Policy Document. The Existing Conditions Report takes a "snapshot" of current conditions and trends in the town. It provides a detailed description of a wide range of topics, such as demographic and economic conditions, land use, public services, and environmental resources. The report provides decision-makers, the public, and local agencies with context for making policy decisions. The Policy Document contains the policy framework that would guide future development decisions within the town. It also identifies implementation actions to ensure the goals and policies of the GPU are carried out. The Policy Document includes a Land Use Element, a Community Character Element, a Mobility Element, an Economic Development Element, a Conservation and Open Space Element, a Safety and Noise Element, a Climate Action Plan Element, and a Community Character Element. These elements are described in greater detail below.

GENERAL PLAN ELEMENTS

Land Use Element

The Land Use Element provides a framework for orderly patterns of growth and development. It designates land that can accommodate a variety of housing types; provides for a diverse range of economic activities; and supports critical public, open space, and recreation uses. The element provides for mixed use designations intended to bring housing near services and employment opportunities, create walkable neighborhood centers, and provide an active river-oriented district. This element also establishes policies to collaborate with the County to protect undeveloped open space land and prevent uncontrolled growth outside of the town limits.

Community Character Element

The Community Character Element defines Truckee's "sense of place" and unique identity. A sense of place is a unique collection of qualities and characteristics – visual, cultural, social, and environmental – that provide meaning to a location. This element provides information and guidelines on visual and design resources, historic buildings, and archaeological and cultural resources.

Mobility Element

The Mobility Element specifies the general location and extent of existing and proposed major streets and other transportation facilities, including the pedestrian trails and bikeways, rail transportation, and the airport. The element establishes policies to reduce auto dependency, improve pedestrian, bicycle, and transit facilities, and ensure safe, efficient traffic operations.

Economic Development Element

The Economic Development Element is intended to foster a healthy, balanced year-round economy in Truckee to provide a broad range of economic opportunity for all Truckee residents. It reflects the Town's commitment to maintaining a balanced mix of economic sectors, encouraging high-wage jobs, and supporting businesses and commercial activities that build upon and enhance Truckee's unique character and natural environment.

Conservation and Open Space Element

This element combines two elements required under State law: the Conservation Element and the Open Space Element. It addresses the preservation of open space that serves a variety of functions, as well as the conservation, development, and utilization of natural resources.

Safety and Noise Element

This element seeks to protect the community to the extent possible against risks to life and property from local environmental hazards, to empower local residents to be ready and responsive in the event of a natural disaster, and to define strategies for reducing the negative impact of noise to the community. Topics include climate adaptation; wildfire hazards; flooding hazards; snow avalanche; geologic hazards, including seismically induced surface rupture, ground shaking, ground failure and subsidence, and slope instability; hazardous materials, airport safety, and noise.

Climate Action Plan Element

The integrated Climate Action Plan complies with the requirements of State law (State CEQA Guidelines Section 15183.5 and Government Code Section 65302) and establishes a plan to reduce greenhouse gas emissions and adapt to a changing climate.

POLICY DOCUMENT TERMINOLOGY

Chapters 2 through 8 of the GPU propose a series of guiding principles, goals, policies, and supporting actions that comprise the heart of the general plan.

Guiding Principle

A guiding principle is a description of the general desired result that the Town seeks to create through the implementation of its general plan.

Goal

A goal is a specific condition or end that serves as a concrete step towards attaining the end state described in each of the guiding principles. Goals are intended to be clearly achievable, and, when possible, measurable. There are one or more goals for each guiding principle.

Policy

A policy is a specific statement that guides decision-making to achieve an objective. Such policies, once adopted, represent statements of Town regulation and require no further implementation. The GPU's policies set out the standards that will be used by Town staff, the Planning Commission, and Town Council in their review of land development projects and in decision-making about Town actions.

Action

An action is a program, implementation measure, procedure, or technique intended to help to achieve a specified goal. Not every policy has an accompanying action because many of the policies will be enacted through on-going actions and processes, such as the development review process, that are already established and operational.

SELF-MITIGATING GENERAL PLAN

The GPU and Downtown Truckee Plan are policy documents that would provide the legal underpinning for the Town's future land use decisions. Under state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with an adopted general plan. The plan includes policies which, as described above, guide decision-making to achieve an objective in the GPU.

CEQA requires consideration of potential environmental impacts. Where there is a potential for impacts to occur, feasible methods of mitigating the impact must be identified. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Mitigation includes avoiding an impact, minimizing an impact, rectifying an impact, reducing or eliminating an impact over time, and compensating for an impact by replacing or providing substitute resources. As described above, many of the Town's objectives for the GPU and Downtown Truckee Plan focus on sustainability, walkability, GHG reduction, enhancement of natural resources, enhancement and conservation of open space, enhancement of historic character, visual connectedness, hazard minimization, among other objectives aimed at

protecting and enhancing the physical environment. In order to meet these objectives, the planning team and environmental planners collaborated closely to develop a policy framework to minimize impacts to the environment. By including impact minimization as an integral part of the plan, not an afterthought, implementation of the plan and monitoring of implementation are facilitated. For this reason, the Town, similar to the approach taken by many other jurisdictions, elected to prepare a "self-mitigating" general plan. This means that policies and actions identified for the express purpose of reducing environmental impacts have been incorporated into the general plan and will be adopted and implemented as part of the overall program.

The *State of California General Plan Guidelines* (OPR 2017) indicate that CEQA should be integrated into planning processes and guide development of the general plan itself. In addition to informing decision-makers and the public of potential adverse environmental impacts, the analysis should also allow environmental considerations to influence the design of the plan. The purpose of preparing an environmental analysis is not only to inform decision-makers and the public of a general plan's potential adverse environmental impacts, but also to allow environmental considerations to influence the design of the plan itself. To accomplish this purpose, the CEQA analysis should be prepared in coordination with the development of the general plan (see Public Resources Code Section 21003). This enables environmental considerations to influence policy development, thereby ensuring that the plan's policies will address potential environmental impacts and the means to avoid them.

Also as discussed in further detail above, the Town initiated Truckee2040 in November 2018 with preparation of the Existing Conditions Report. In the nearly 4 years since, the Town has conducted outreach, drafted documents, and implemented multiple revisions to the policy document. In March of 2022, the EIR process began with release of the notice of preparation. A first step of this process was evaluating the potential environmental impacts of the GPU, as drafted at that time, and identifying new or revised policy and action language that would provide greater environmental protection. The GPU, as currently proposed, includes policies and actions identified through environmental review that are now reflected in the plan.

The *State of California General Plan Guidelines* (OPR 2017) provide that this type of coordination should occur "so that the mitigation measures will be reflected in the plan policies and those policies realistically can be implemented." Section 21081.6(b) of the Public Resources Code states that "conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design." Case law gives the Town the option of integrating its MMRP directly into the General Plan as well. If adopted, the GPU and Downtown Truckee Plan will govern subsequent discretionary projects in the town boundaries. Evaluation of policy consistency by Town staff will function as a program to implement the policies identified to reduce impacts. Further, regular monitoring such at the annual "status of the plan" report prepared for the Town Council pursuant to Government Code section 65400(b) can serve as the reporting program.

3.4.2 Downtown Truckee Plan Update

Truckee2040 will also include a focused update of the Downtown Specific Plan, which was prepared in 1997. The Downtown Specific Plan is a comprehensive land use development plan that consists of three separate volumes: Volume I includes the Existing Conditions Report; Volume II includes the Policies and Programs; and Volume III includes the Historic Design Guidelines. Truckee2040 includes the Downtown Truckee Plan, which replaces Volume II of the 1997 document and is intended to guide growth and development within downtown Truckee. The Downtown Truckee Plan identifies the vision and guiding principles for future development in the downtown, designates land to accommodate a variety of uses, and sets forth policies, projects, implementation plans, and regulation related to land use, mobility and parking, the public realm and streetscape design, parks and activity centers, and historic resources.

3.4.3 Proposed Land Use Designations

The land use designations proposed in the GPU are generally consistent with existing development types and reflect recent development trends in the town. Some designations would be updated to allow intensified use (commercial

and industrial designations) or workforce housing (industrial and public designations). In addition, Truckee2040 would propose new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations. A summary of the proposed land use designations is provided in Table 3-1.

Mixed use land use designations provide flexibility that encourages housing inter-mixed with jobs and retail and increases access to services and opportunities while reducing commutes. Mixed use designations allow for land to be used more efficiently, thereby reducing land consumption and the need to expand infrastructure into outlying areas. The proposed mixed use land use designations would be supported by policies and actions, identified in the Land Use Element, to amend the Town's Development Code to require buildings to be placed closer to the street, creating a vibrant pedestrian-friendly corridor. In addition, policies and actions would result in coordinated transportation investments in sidewalks, bikeways, and transit infrastructure to promote a reduction in automobile trips.

The proposed Business Innovation land use designation reflects the broader range of users that are occupying industrial spaces in Truckee. This new designation allows a slightly higher maximum floor-area-ratio of 0.5 (compared to an average floor-area-ratio of 0.2 in the current Industrial designation) and would cater to light industrial, office, and customer-serving uses, such as brewers, coffee roasters, and gyms. It would not allow for land-intensive industrial uses like warehousing or outdoor storage yards. The Business Innovation designation would also allow for live/work units at up to 12 dwelling units per acre, whereas the current Industrial designation limits workforce housing to 4 dwelling units per acre.

Table 3-1 Proposed Land Use Designations

Designation	Description	Density	Intensity (floor area ratio)
Residential Designations			
Rural Residential	Rural residential homes on large parcels	10 acres per du	—
		5 acres per du	—
		1-2 acres per du	—
Very Low Density Residential	Detached single family homes	1-2 du/acre	—
Low Density Residential	Single family detached and attached housing types, including duplexes, halfplexes, and zero-lot-line homes	3-6 du/acre	—
Medium Density Residential	Single family and multifamily residential units, including small lot single family homes, townhouses, duplexes, and apartments	6-12 du/acre	—
Medium High Density Residential	Townhouses, duplexes, and apartments	12-18 du/acre	—
High Density Residential	Multifamily apartment complexes	18-24 du/acre	—
Commercial Designations			
Commercial	All commercial uses (i.e. retail, offices, lodging uses, service commercial).	—	0.35
Neighborhood Mixed Use	Neighborhood serving commercial uses, such as restaurants and small retail, as well as multifamily residential	6-18 du/acre*	0.8
Riverfront Mixed Use	Industrial uses, retail, service commercial, and multifamily residential	6-18 du/acre*	1.0
Corridor Mixed Use	Multifamily residential, retail, office, service commercial, and public uses	12-24 du/acre, except for the area east of Frates Lane and north of Donner Pass Road where 12-32 du/acre is permitted*	1.25

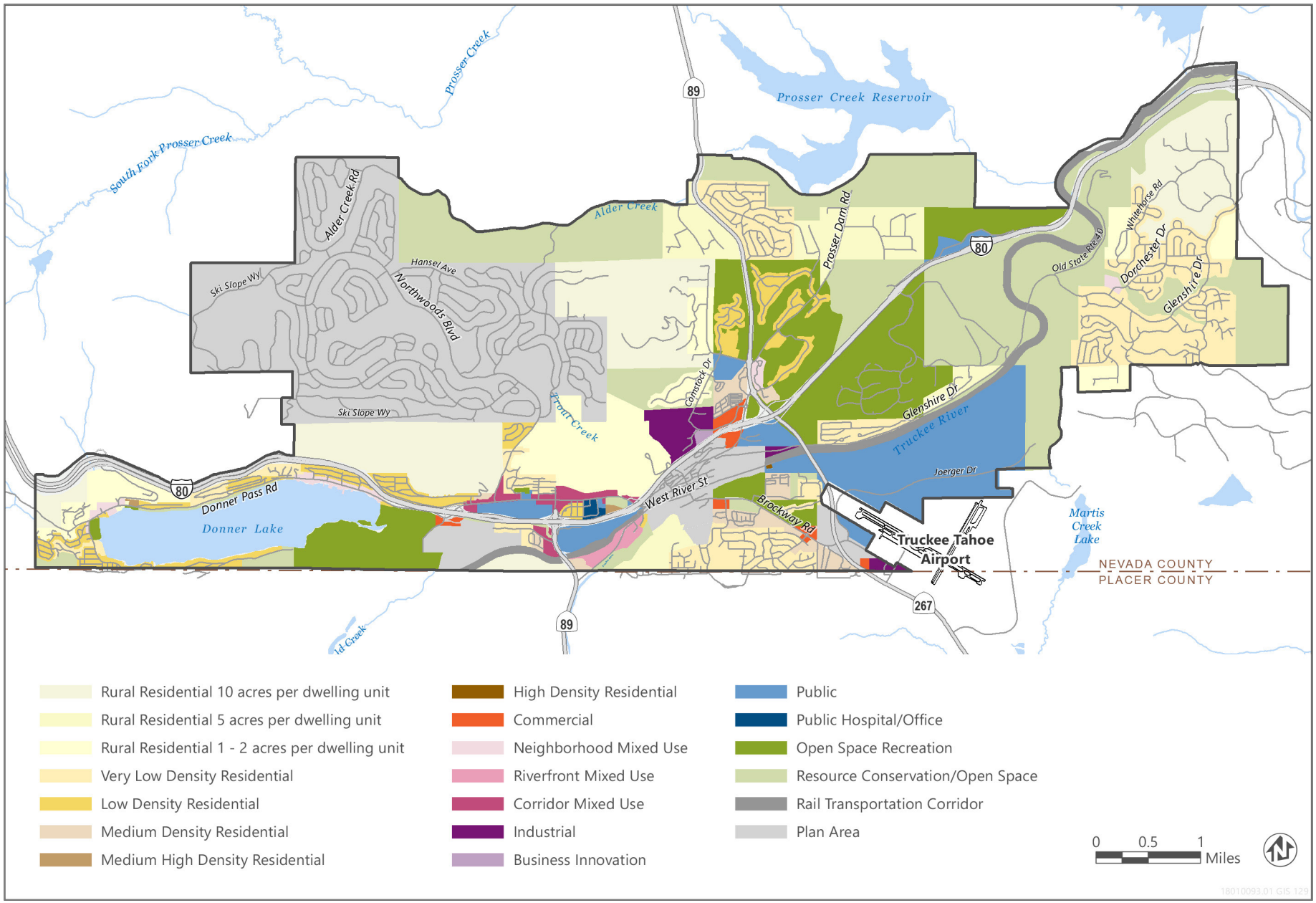
**Standalone residential would be regulated by density. Residential as part of mixed use products would be regulated by FAR.*

Designation	Description	Density	Intensity (floor area ratio)
Industrial Designations			
Industrial	Industrial uses (i.e. manufacturing, processing, distribution, storage), supporting commercial uses, and live/work and workforce housing as part of industrial development	Up to 4 du/acre	0.35
Business Innovation	Flex industrial space, customer serving industrial, service commercial uses (i.e. breweries, fitness centers), live/work and workforce housing	Up to 12 du/acre	0.5
Public and Quasi-Public Designations			
Public	Public facilities, government offices, educational facilities, student and workforce housing.	12 -24 du/ acre	1.0
Public Hospital/Office	Medical and hospital facilities, as well as associated and related public and private offices and workforce housing	—	0.2 average
Open Space Designations			
Open Space Recreation	Public recreation uses, such as park and recreation facilities, libraries, and community centers	—	0.2 average (non-open space land)
Resource Conservation/ Open Space	Passive and active open space and resource management, including areas containing significant natural resources (i.e., forest land, rangeland, trails, environmental sensitive features, mineral resources)	—	—
Rail Transportation Corridor	Railroad operations and facilities.	—	0.2 average
Other Land Use Designations			
Plan Area	Specific Plan areas or other Plan areas that have been adopted.	Refer to applicable planning document for development standards	

3.4.4 Land Use Diagrams and Development Capacity

The Land Use Diagram for the GPU (Figure 3-4) designates land uses within the town limits and the Land Use Diagram for the Downtown Truckee Plan designates land uses for downtown (Figure 3-5). The GPU and the Downtown Truckee Plan identify the permitted land use densities and intensities for each land use designation. Development capacity is calculated by determining the amount of new development that could occur if all remaining vacant and underutilized land is built out according to the plan. Buildout projections reflect the maximum total amount of residential and non-residential development, including existing and future development capacity, that could occur with implementation of Truckee2040.

Baseline conditions are those conditions that currently exist within the town. The analysis in this EIR and policies in the proposed GPU are informed by information gathered at the initiation of the GPU process in 2018, as updated to reflect the most current conditions available. Table 3-2 identifies existing development in the baseline condition, the development capacity under the existing 2025 General Plan, and the development capacity with implementation of Truckee2040. This EIR evaluates the potential effects of Truckee2040 buildout compared to existing development.



Source: Adapted by Ascent in 2022.

Figure 3-4 Town of Truckee 2040 General Plan Draft Land Use Diagram

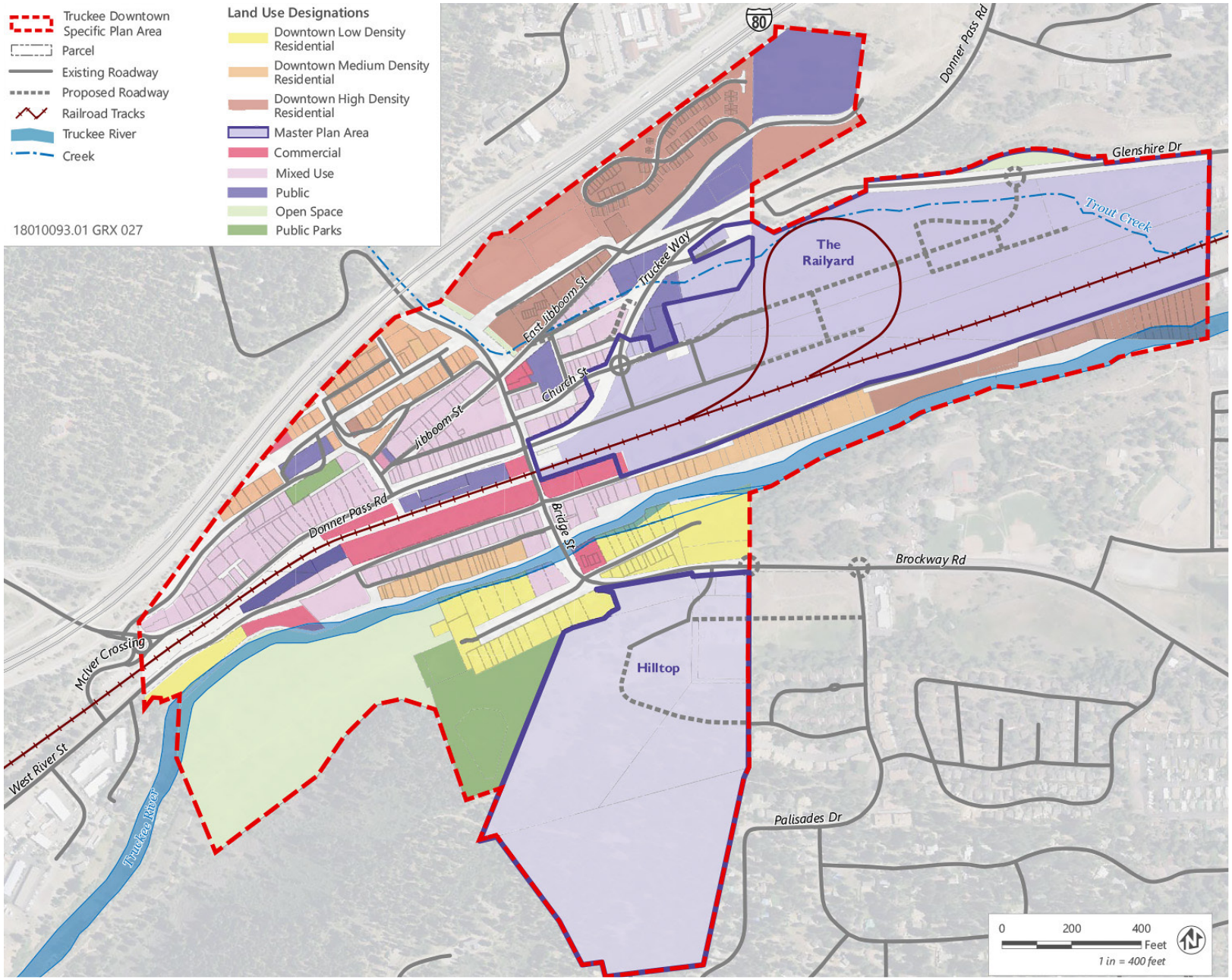


Figure 3-5 Downtown Truckee Plan Draft Land Use Diagram

Table 3-2 Comparative Development Capacity

Scenario	Acres	Residential (dwelling units)[1]	Commercial (sq. ft.)[2]	Office (sq. ft.)[3]	Industrial (sq. ft.)[4]
Existing Development	21,504	13,367	1,073,000	604,000	931,000
2025 General Plan Development Capacity	3,192	5,157[5]	871,000	383,000	219,000
2025 General Plan Buildout	21,504	18,524	1,944,000	987,000	1,150,000
Truckee2040 Development Capacity	3,192	5,951[5]	891,000	390,000	245,000
Truckee2040 Buildout	21,504	19,318	1,964,000	994,000	1,176,000
Difference in Buildout Projections (2025 General Plan vs. Truckee2040)	0	794	20,000	7,000	26,000

Notes:

[1] assumes 2.54 persons per dwelling unit based on 2018 Department of Finance data.

[2] assumes 500 square feet per employee.

[3] assumes 250 square feet per employee.

[4] assumes 800 square feet per employee.

[5] does not include 393 lodging rooms.

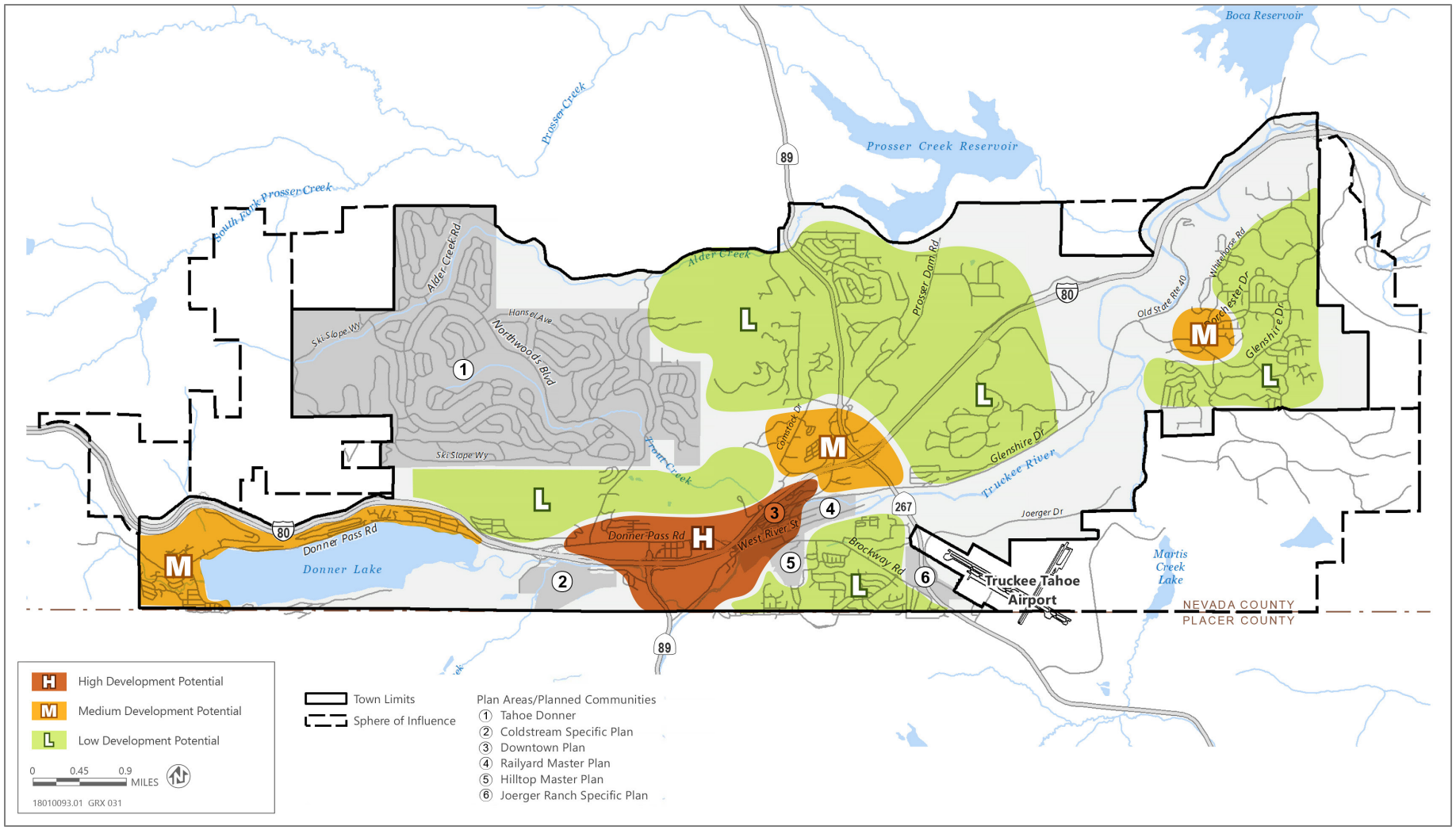
AREAS WITH POTENTIAL FOR GROWTH

Land use changes anticipated with implemented of the GPU would be concentrated in approximately 3 percent of the total area within the town limits. The remaining 97 percent of the town would maintain a similar character, maintaining the potential for development allowed under the 2025 General Plan. The limited scope of the proposed changes is partially because large areas of the town are already built out or preserved as open space, but it is also because many of the new growth areas of the town have been planned through separate specific plans or master plans (identified as "Plan Area" in Figure 3-4).

Figure 3-6 identifies the areas in the town where development is generally anticipated. While growth could occur throughout the policy area, these areas of the town have vacant and potential infill sites that are expected to accommodate much of the growth anticipated through the planning horizon. As shown in Figure 3-6, the area along Donner Pass Road between the Coldstream Specific Plan and the Railyard Plan, including the area of the Downtown Truckee Plan, is the portion of the policy area anticipated to have the most development to accommodate the growth anticipated through 2040. Other areas, including those along the shore of Donner Lake, may experience moderate development with implementation of the proposed GPU. Most of the area outside of the established plan areas or communities is anticipated to experience a low rate of growth.

TOWN OF TRUCKEE GROWTH PROJECTIONS

In addition to identifying the development capacity of the GPU at full buildout, the Town has prepared several separate evaluations of potential for growth over the planning horizon. The Existing Conditions Report identifies a range of population projections that were calculated using both a low average annual growth rate (AAGR) of 0.39 percent (based on the growth rate between 2010 and 2018) and a high AAGR of 1.06 percent (based on the growth rate between 2000 and 2018). A non-residential market analysis was released in January 2020 that identified a likely AAGR for use in the GPU (BAE 2020). However, Governor Gavin Newsom subsequently issued Executive Order N-33-20 on March 4, 2020, which declared a State of Emergency in response to the emerging global Coronavirus Pandemic and instituted a stay-at-home order. The stay-at-home policies caused a substantial shift to remote work that allowed workers the flexibility to relocate. The Town undertook a subsequent evaluation of growth projections in June of 2021 to understand the potential for lasting effects on the Town's growth projections.



Source: Adapted by Ascent in 2022.

Figure 3-6 Areas with Potential for Growth in the 2040 General Plan Update

The analysis of pandemic-induced changes in population and household numbers found that there was a substantial net increase in households in 2020 (estimated at 370, equivalent to 999 residents) but that there was also a net decrease in households in the first four months of 2021 (estimated at 202 households or 545 residents). Available data indicate that the flow of new residents into the area during the pandemic largely reversed and pre-pandemic growth projections remain representative of long-term growth (BAE 2021).

The growth projections provided in Table 3-3 are based on population and household data available for 2018 from the California Department of Finance (DOF) and the observed AAGR of 0.9 percent between 2000 and 2019 (BAE 2021), which is similar to the higher AAGR disclosed in the Existing Conditions Report. Household projections are based on the 2000-2019 household AAGR of 1.0 percent through 2030 and then reduced to 0.9 percent after 2030, based on the assumption that the ratio of persons to occupied housing units will stabilize after 2030 (BAE 2020:48). Table 3-3 also discloses an anticipated service population, which is the anticipated sum of the projected population and visitors to the town.

Table 3-3 Town of Truckee Growth Projections

Scenario	Population[1]	Households[2]	Residential Dwelling Units[3]	Commercial (sq. ft.)[4]	Office (sq. ft.)[5]	Industrial (sq. ft.)[5]	Jobs[6]	Service Population[7]
2018 (Existing Conditions)	16,400	6,600	13,400	1,073,000	604,000	931,000	7,600	38,3000
2040 (General Plan Horizon Year)	**20,100**	**8,100**	**16,600**	**1,336,400**	**747,200**	**1,047,100**	**8,800**	**46,000**
Growth (2018-2040)	3,700	1,500	3,200	263,400	143,200	116,100	1,200	7,700
Truckee2040 Full Buildout[8]	23,2000	9,400	19,300	1,964,000	994,000	1,176,000	11,200	54,9000
Growth (2018-Buildout)	6,800	2,800	5,900	891,000	390,000	245,000	3,600	16,600

Notes: Numbers rounded to the nearest 100

[1] Existing population based on 2018 DOF estimates. Population projections based on the 2000-2019 population AAGR of 0.9 percent. Full buildout population is based on a household size of 2.48201.

[2] Existing households is based on 2018 DOF estimates. Household projections are based on the 2000-2019 household AAGR of 1.0 percent through 2030 and reduced to 0.9 percent after 2030 based on the assumption that the ratio of persons to occupied housing units will stabilize after 2030 (BAE 2020 and 2021). Full buildout households is estimated based on full buildout of 19,318 residential dwelling units.

[3] Existing residential dwelling units based on the 2018 model land uses from LSC. Residential dwelling unit projections are calculated based on household projections, a 5 percent vacancy rate, and a second home market (seasonal/vacation use) demand equal to 49.5 percent of the housing stock.

[4] Existing commercial square footage is based on 2018 model land uses from LSC. Commercial projections are calculated using a per resident retail square foot demand of 48.46 and a 1.5 visitor spending factor. [5] Existing office and industrial square footage is based on 2018 model land uses from LSC. Office and industrial projections are calculated based on a 2040 new office square footage demand of 143,234 square feet and a 2040 new industrial square footage demand of 116,053 square feet (BAE 2020:Table 20).

[6] Existing jobs is based on U.S. Census OnTheMap data. Job projections apply the following square footage per employee ratios to the new development capacity: 500 commercial sq ft per employee; 250 office sq ft per employee; 800 industrial sq ft per employee.

[7] Service population is based on the transportation analysis from LSC.

[8] Full buildout is calculated based on the preferred land use alternative and development assumptions for all available vacant and underutilized land in the town.

Population and household projections through the planning horizon of the GPU (2040) are lower than could be accommodated by full buildout of the GPU (Table 3-3). Based on the magnitude of difference between the projections and the capacity with implementation of the GPU, full buildout of the GPU is unlikely to occur during the planning horizon. The GPU provides guidance in determining the appropriate or desirable locations for growth while adhering to policies that define where and how development will occur, thereby preventing an unnecessarily scattered pattern of development and associated demands on public services, above-average public service costs,

and unnecessary and avoidable destruction or degradation of valuable resources. The GPU does not promote the growth of the Town's population to any specific level.

3.4.5 Limited Rezoning for Residential

In furtherance of the goals and policies of the Housing Element, the Town has obtained Senate Bill (SB) 2 grant funding from the State. Through this program, the State assists local governments with the preparation, adoption, and implementation of plans that streamline housing approvals and accelerate housing production to respond to the state's housing shortage and high housing costs. The proposed rezoning is depicted in Figure 3-7.

HIGH ALTITUDE FITNESS

Assessor's parcel number (APN) 018-580-052 is a vacant, 0.3-acre parcel accessed via Edmund Drive in an area of higher development potential north of Donner Pass Road (see Figure 3-6). The existing zoning is RM-15, a multi-family residential designation that allows for 15 dwelling units per acre. The proposed zoning is RM-24, a multi-family residential designation that allows for 24 dwelling units per acre. The proposed GPU land use designation is very High Density Residential. Under this designation, seven dwelling units could be developed on the parcel. Rezone of this site would not occur with adoption of the project. This rezone would occur following update of the Development Code.

FORMER CHP SITE

The former CHP Site (APNs 018-621-006 and -005) is located at 10077 Highway 89. The 1.7-acre site is accessed via Highway 89 and is located in an area of higher development potential south of Donner Pass Road and north of I-80 (see Figure 3-6). The existing zoning is PF (Public Facilities). The proposed zoning is RM-24, a multi-family residential designation that allows for 24 dwelling units per acre. The proposed GPU land use designation is Corridor Mixed Use. Under this designation, 40 dwelling units could be developed on the parcel. Rezone of this site would not occur with adoption of the project. This rezone would occur following update of the Development Code.

TAHOE TRUCKEE LUMBER

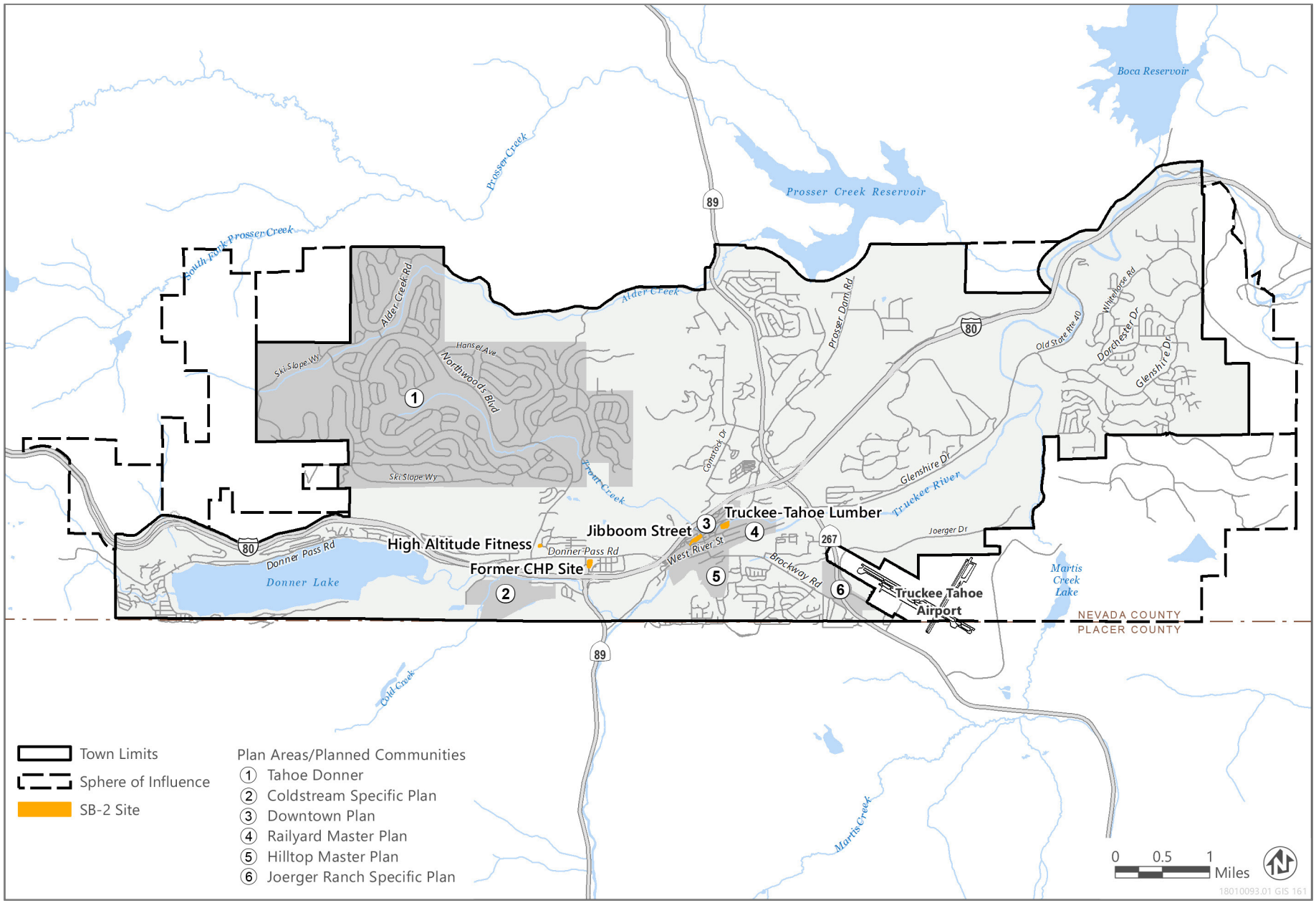
APN 019-030-051 is located near the Railyard Master Plan and within the Downtown Truckee Plan at 10322 Trout Creek Road. The 2.1-acre site is located in an area of higher development potential south of Truckee Way (see Figure 3-6). The existing zoning is PF (Public Facilities). The proposed zoning is DMU (Downtown Mixed Use). The proposed Downtown Truckee Plan land use is also Downtown Mixed Used.

This rezone would occur with adoption of the project. For the purpose of evaluating the effects of the rezone, approximately 50 residential dwelling units and a maximum of 15,000 square feet of non-residential capacity are assumed. Only uses permitted under this zoning designation are anticipated; conditional uses are not evaluated.

JIBBOOM STREET

This site spans APNs 019-102-011 through -018 along Jibboom Street within the Downtown Truckee Plan area. This 1.7-acre site is zoned DC (Downtown Commercial; 0.7 acre) and DMU (Downtown Mixed Use; 1.0 acre). The proposed Downtown Truckee Plan land use designation for all eight parcels is Downtown Mixed Used.

This rezone would occur with adoption of the project. For the purpose of evaluating the effects of the rezone, approximately 60 residential dwelling units and a maximum of 10,000 square feet of non-residential capacity are assumed. Only uses permitted under this zoning designation are anticipated; conditional uses are not evaluated.



Source: Data received from Town of Truckee in 2021; adapted by Ascent in 2022.

Figure 3-7 SB-2 Sites

3.5 REQUIRED DISCRETIONARY ACTIONS

As the lead agency under CEQA, the Town is responsible for considering the adequacy of the EIR and determining if Truckee2040 should be approved. Following the completion of the final EIR, the Town of Truckee Planning Commission will conduct a public hearing and make a recommendation to the Town Council. The Town Council will then conduct a separate public hearing to consider:

- Certification of the Final EIR for Truckee2040,
- Approval of the Truckee2040, and
- Rezoning of the Truckee Tahoe Lumber and Jibboom Street sites.

4 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

4.0 APPROACH TO THE ENVIRONMENTAL ANALYSIS

This draft environmental impact report (EIR) evaluates and discloses the environmental impacts associated with Truckee2040, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). Sections 4.1 through 4.20 of this draft EIR present a discussion of regulatory background, existing conditions, and environmental impacts associated with implementation of Truckee2040. Chapter 5 of this draft EIR, "Cumulative Impacts," presents an analysis of the project's impacts considered together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. Chapter 6, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to the proposed project, as required by Section 15126.6 of the State CEQA Guidelines. Chapter 7, "Other CEQA Sections," includes an analysis of the project's growth-inducing impacts, as required by Section 21100(b)(5) of CEQA.

4.0.1 Horizon, Baseline, and Buildout and Growth Assumptions

The GPU and Downton Truckee Plan project conditions and needs into the future and establishes long–term policy for day–to–day decision–making. Since the GPU would affect the welfare of current and future generations, state law requires that the plan take a long–term perspective. The horizon year for the GPU is 2040. The horizon does not mark an end point but rather provides a general context in which to make shorter–term decisions.

For the purpose of the analysis in Sections 4.1 through 4.20 of this EIR, baseline conditions were established at the initiation of the project in 2018, as published in the Existing Conditions Report in February 2019. This baseline provides consistency between the GPU and EIR analyses and is appropriate given the timeframe of ongoing effort on the project. In addition, the global Coronavirus Pandemic that began in 2020 has resulted in unprecedented changes to the community and existing conditions that render a March 2022 baseline unreliable for many reasons. As explained further in Chapter 3, "Project Description," the pandemic led to temporary changes in population and land use that may not best reflect existing conditions for the purpose of a plan with a 20-year horizon. Nevertheless, conditions described in the Existing Conditions Report have been augmented with information through 2022, as necessary and appropriate to accurately reflect current conditions for the purpose of this EIR. The Town's evaluation of potential impacts reflects the potential change from existing conditions as a result of project implementation.

As explained in Chapter 3, "Project Description," buildout projections reflect the maximum amount of residential and non-residential development, including existing and future development capacity, that could occur with implementation of Truckee2040. Although population and household projections through the planning horizon of the GPU (2040) are lower than could be accommodated by full buildout, Sections 4.1 through 4.20 of this chapter evaluate the potential effects of Truckee2040 buildout compared to existing development, as summarized in Table 3-3 of Chapter 3, "Project Description."

4.0.1 Plan Areas

The town contains several planned communities that have established specific or master plans to guide land use development (see Figure 3-3 in Chapter 3, "Project Description"). These areas have unique development and site conditions necessitating additional review and guidance for development. While the Town's growth projections assume buildout of these approved plan areas, the physical environmental effects of the buildout have been evaluated in conjunction with the adoption of these separate plans. With the exception of the Downtown Truckee

Plan, which is a component of the Truckee2040 project evaluated herein, the specific and master plans are not proposed for amendment in conjunction with the project, though there is an action item in the Downtown Truckee Plan to consider re-opening up the Hilltop Master Plan

Note also that the Tahoe Forest Hospital District is in the process of updating its Campus Master Plan, which is a long-term planning document for future development of the Tahoe Forest Hospital Campus. Tahoe Forest Hospital District, acting as the Lead Agency under CEQA, released a notice of preparation of an EIR in November 2021 and has submitted a Master Plan application to the Town. As a Responsible Agency under CEQA, the Town would issue land use approvals, which may include a new zoning district for the hospital campus and plan-specific development standards. These entitlements would be considered by the Town through a separate process. The GPU does not propose changes to the campus. Approval and buildout of the Campus Master Plan are not evaluated in this EIR.

4.0.2 Resource Evaluation Organization

Sections 4.1 through 4.20 of this draft EIR each include the following components.

Regulatory Setting: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Regulations originating from the federal, state, and local levels are each discussed as appropriate. The regulatory setting is based on the information published in the 2019 Existing Conditions Report, which also informs the GPU, updated as necessary to accurately reflect baseline conditions and data for the EIR analysis.

Environmental Setting: This subsection presents the existing environmental conditions within the town limits and the sphere of influence (together, the "policy area"), in accordance with State CEQA Guidelines Section 15125. This setting generally serves as the baseline against which environmental impacts are evaluated. As described above, the environmental setting is based on the information published in the 2019 Existing Conditions Report, which also informs the GPU, updated as necessary to accurately reflect baseline conditions and data. The extent of the environmental setting area evaluated differs among resources, depending on the locations where impacts would be expected. For example, air quality impacts are assessed for the air basin, cultural resources impacts are focused within the town limits, and hydrology and water quality are described for a larger area that includes Lake Tahoe.

Evaluation of Potential Environmental Impacts: This subsection presents thresholds of significance and discusses potentially significant effects of Truckee2040 on the existing environment, in accordance with State CEQA Guidelines Section 15126.2. The methodology for impact analysis is described, including technical studies upon which the analyses rely. The thresholds of significance are defined and thresholds for which the project would have no impact are disclosed and dismissed from further evaluation. Unless otherwise noted, the Town has applied the sample questions provided in Appendix G to the State CEQA Guidelines as thresholds of significance.

Project impacts are numbered sequentially in each subsection (Impact 4.2-1, Impact 4.2-2, Impact 4.2-3, etc.). A summary impact statement precedes a more detailed discussion of the environmental impact. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The determination of level of significance of the impact is defined in bold text. A "less-than-significant" impact is one that would not result in a substantial adverse change in the physical environment. A "significant" impact is one that would result in a substantial adverse change in the physical environment. As described in Chapter 3, "Project Description," the proposed GPU is intended to be self-mitigating, in that the policies and implementation programs are designed to mitigate environmental impacts to the extent feasible. The discussion identifies how the impacts of future development in the town would be mitigated through the implementation of the policies and actions of the proposed project.

Where an existing law, regulation, or permit specifies mandatory and prescriptive actions about how to fulfill the regulatory requirement as part of the project definition, leaving little discretion in its implementation, and would avoid an impact or maintain it at a less-than-significant level, the environmental protection afforded by the regulation is considered before determining impact significance. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other

requirements that allow substantial discretion in how they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements.

Significant and unavoidable impacts are identified as appropriate in accordance with State CEQA Guidelines Section 15126.2(b). Significant and unavoidable impacts are also summarized in Chapter 7, "Other CEQA Sections."

References: The full references associated with the parenthetical references found throughout Sections 4.1 through 4.20 can be found in Chapter 9, "References," organized by section number.

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4.1 AESTHETICS

This section describes the existing visual conditions, meaning the physical features that make up the visible landscape, and evaluates the potential changes to those conditions that would occur from project implementation. The effects of the project on the visual environment are generally defined in terms of the physical characteristics and potential visibility of future projects, the extent to which buildout of the GPU could change the perceived visual character and quality of the environment, and the expected level of sensitivity of the viewing public.

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding the potential effects of tall structures on viewsheds, especially views of the surrounding mountains, particularly along Jibboom Street, Donner Pass Road, at Donner Lake, and in highly visible areas with dense tree canopy. Comments also expressed concern about the potential effects of project implementation on the character of the town and suggest preservation through sensitive growth, architectural design, retention of open space and viewsheds, and preservation of trees. Finally, commenters also suggest that establishing an architectural review committee and ordinances requiring visualization of building heights may mitigate visual impacts.

4.1.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to aesthetics are applicable to the project.

STATE

California Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by the California Department of Transportation (Caltrans). The goal of this program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view.

There are no State-designated scenic highways within Truckee; however, both Interstate 80 (I-80) and State Route (SR) 89 are considered eligible but are not officially designated (Caltrans 2019).

California Energy Commission Building Energy Efficiency Standards for Outdoor Lighting

Title 24, Parts 1 and 6, Building Energy Efficiency Standards, adopted by the California Energy Commission on November 5, 2003, includes requirements for outdoor lighting. These standards are updated on a 3-year cycle. On August 11, 2021, the CEC adopted the 2022 Energy Code. These requirements vary according to the "Lighting Zone" in which the equipment is located. The standards contain lighting power (i.e., maximum zonal lumens) allowances for newly installed equipment and specific alterations that are dependent on Lighting Zone. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50 percent of the existing luminaires for each outdoor lighting application that is regulated by the standards, must meet the lighting power allowances for newly installed equipment.

The allowed lighting power is based on the brightness of existing lighting in the surrounding area. This is because the human eye adapts to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. Providing greater power than is needed potentially leads to debilitating glare and to an increasing spiral of brightness as over-bright projects become the surrounding conditions for future projects causing future projects to unnecessarily consume energy and contribute to light pollution.

Housing Crisis Act

Senate Bill (SB) 330 of 2019, known as the Housing Crisis Act, prevents the Town from reducing residential capacity on a site without identifying replacement capacity. SB 330 requires projects to be reviewed against objective standards. Objective design standards are intended to make the requirements that apply to certain eligible residential projects more predictable and easier to interpret for all stakeholders, including decision makers, staff, applicants, and members of the public. The purpose of objective design standards is for applicants to know what requirements apply to a proposed development and for the applicant to be able to design a project that meets those requirements before submittal. Objective design standards are defined in Government Code Sections 65913.4 and 66300(a)(7) as standards that: "involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal." The Town is currently developing objective design standards for multi-family residential projects.

SB 330 allows a housing developer to submit a "preliminary application" to a local agency for a housing development project. Submittal of a preliminary application allows a developer to provide a specific subset of information on the proposed housing development before providing the full amount of information required by the local government for a housing development application. After an application is deemed complete, local agencies cannot disapprove an eligible housing development project or condition its approval at a lower density, as defined in Government Code Section 65589.5(g), if the project is consistent with objective standards. SB 330 also places additional limitations on an affected agency's ability to limit development and requires jurisdiction-wide housing replacement when housing affordable to lower-income residents is demolished. Most of these provisions sunset on January 1, 2025, unless extended by the legislature and governor.

LOCAL

Truckee Municipal Code

Chapter 18.24, Design Guidelines

This chapter establishes procedures for the town's review of land use permit applications to ensure consistency with Truckee's unique small mountain-town character. The provisions in this chapter apply to all multi-family residential, commercial, industrial, and public/institutional, and mixed-use projects. The design elements of each project including site design, architecture, landscaping, signs, and parking design are reviewed on a comprehensive basis.

Section 18.30.060, Exterior Lighting and Night Sky

This section establishes lighting standards and design criteria to minimize light pollution, glare, light trespass, and conserve energy while maintaining nighttime safety, utility, security, and productivity. The provisions in this section apply to new development and projects resulting in new uses, major additions, or modifications to existing development where the increase in floor area is greater than 50 percent for single-family residential or greater than 25 percent for other land uses. The provisions also apply to minor additions to existing development where the increase in floor area is 50 percent or less for single-family residential or 25 percent for all other land uses.

Chapter 18.36, Hillside Development

This chapter establishes requirements for development proposed within hillside areas to preserve and protect the views to and from the hillside. The standards for this chapter apply to all uses, subdivisions, and structures proposed on sites with an average slope of 10 percent or greater and any type of proposed development on sites with slopes of 20 percent or greater. Hillside developments, including roads, streets, and driveways, proposed on slopes of 20 percent or greater are subject to a use permit. Single-family dwellings in existing subdivisions, secondary residential units, and residential accessory structures are exempt from the provisions of this chapter.

Chapter 18.38, Lake and River/Stream Corridor Development

This chapter establishes requirements for development adjacent to Donner Lake, the Truckee River, and streams located within the town. These requirements are intended to protect valuable environmental, scenic, and recreational

resources. The chapter includes specific setback requirements, criteria for use of setback areas, regulations for flood hazard areas, and drainage easements, that are applicable to each waterway.

Chapter 18.40, Landscape Standards

This chapter provides landscaping standards for development to enhance the visual appearance of the built environment, preserve neighborhood character, and promote the use of drought-tolerant and/or native vegetation. The provisions in this chapter apply to projects requiring approval of a zoning clearance, development permit, minor use permit, or conditional use permit.

Chapter 18.42, Landscape Design Guidelines

This chapter provides landscape design guidelines to promote the visual and functional quality of new development. The provisions outlined in this chapter apply to all development projects that include landscaping, and any addition, relocation, or construction project requiring a land use permit.

Section 18.46.080, Scenic Corridor Standards

This section of the Truckee Municipal Code includes development standards for new development located along scenic corridors identified in the current General Plan. The development standards require projects to include landscape screening, avoid native vegetation removal, and minimize disruption of hillside views, prominent slope exposures, ridgelines, scenic vistas, or other natural features. The Scenic Corridor development standards apply to the following scenic corridor areas:

- The areas that extend 300 feet on each side of the I-80 right-of-way except those areas located within the Downtown Study Area as shown on the existing General Plan Land Use Diagram.
- The areas that extend the following distances on each side of SR 89 right-of-way:
  - 300 feet along the west and east sides of SR 89 between Prosser Dam Road and Rainbow Drive.
  - 50 feet along the west side of SR 89 between Rainbow Drive and East Alder Creek Road.
  - 20 feet on the east side of the SR 89 between Rainbow Drive and the northern Town limit.

Historic Design Guidelines

Projects within the Historic Preservation (-HP) Overlay District in Downtown Truckee are subject to the Historic Design Guidelines in Volume III of the Downtown Specific Plan. The Design Guidelines, in conjunction with the Historic Preservation development standards in the Town's Development Code and the Secretary of the Interior's Standards for the Treatment of Historic Properties, are the primary regulatory tool the Town has chosen to protect its historical heritage, resources, and old-town character, by ensuring future development is sensitive to and compatible with the historic character of the Downtown area.

The Historic Design Guidelines and Secretary of the Interior's Standards govern the review of improvements that involve additions, modification, alterations, preservation, rehabilitation, restoration reconstruction, and relocation of historic buildings, as well as, within the boundaries of the Historic Preservation Overlay District. New construction and modifications to non-historic buildings and structures are also reviewed under the Historic Design Guidelines. Unlike Historic Preservation development standards, the Design Guidelines are applied to projects with greater flexibility than zoning standards, recognizing that not all design criteria may be workable or be appropriate for each project. In some cases, a guideline may need to be relaxed to accomplish another guideline that the project review body determines is more important to the specific project. The overall objective is to ensure that the intent and spirit of the Historic Preservation Overlay District Design Guidelines are followed.

The Historic Design Guidelines are applied during the land use/development permit review process as additional criteria for project review. All exterior improvements, other than paint modifications, to structures located within Truckee's Historic Preservation District, require the submittal of a Historic Design Review application to be reviewed by the Historic Preservation Advisory Commission and approved by the Community Development Director or the final review authority.

The Design Guidelines contain general guidelines for preservation and new development and special guidelines related to the differing design context of individual neighborhoods. The historic area of Downtown Truckee is divided into nine geographic "character areas," with special guidelines related to each distinct area, including:

- Brickelltown
- Bruckhaulter
- Church Street
- Commercial District
- Hilltop
- McGlashan
- Railroad
- River
- South River

4.1.2 Environmental Setting

An analysis of aesthetics impacts often addresses scenic resources. Scenic resources are an important component of the quality of life of any geographic area. Most communities identify scenic resources as important assets, although what is considered "scenic" may vary according to the environmental setting. Scenic resources can include natural open spaces, topographic formations, and landscapes. Scenic resources can also include open spaces and the built environment, including historical areas. Viewsheds constitute the range of vision in which scenic resources may be observed. They are defined by physical features that frame the boundaries or context to one or more scenic resources. Aesthetic value refers to the perception of the natural beauty of an area, as well as the elements that create or enhance its visual quality. While aesthetic value is subjective, it is typically included as a criterion for evaluating the elements that contribute to the quality that distinguishes the area.

VISUAL CHARACTER

Truckee is a mountain community situated in the valley containing the Truckee River and is surrounded by scenic views of mountain peaks and ridgelines, sweeping vistas of forested hillsides, and meadows. The Truckee town limit encompasses approximately 34 square miles; however, much of the area within town limit is composed of undeveloped open space. The broad visual character of Truckee's built environment is that of a series of discrete and dispersed neighborhoods and districts of individually varying character, separated by areas of open space. Developed areas within Truckee include the town's historic core, compact development of historic and newer buildings within the Truckee River Valley, commercial and public uses in the Gateway Area, residential and vacation homes in the Donner Lake Area, and a variety of residential and commercial areas distributed throughout the town.

Figures 4.1-1 and 4.1-2 present representative photographs of Truckee that depict some of the Town's visual resources as well as the Town's overall community character.

Natural Setting

Truckee's unique natural environment is the most defining and important aspect of the town's community character. Truckee lies in a river valley amidst a dramatic and varied natural landscape, with mountains on its edges, forested hillsides, and meadows. The natural environment has been and continues to be Truckee's primary attraction. Founded as a naturally defined stopping point along trans-Sierra transportation routes, Truckee has evolved to include a historic town center and continues to grow with new residents that desire to live among the town's unique mountain environment.

Truckee's landscape is comprised of a series of distinct terrain, characterized by their topography and vegetation. These include the mountain peaks and ridges of the Sierra Nevada and Carson Ridge, just outside of the Town limits; the forested uplands within and bordering the Town; meadowland; and the valleys of the Truckee River and Martis Creek watersheds.

Source: Town of Truckee 2019

The Truckee River is a distinct element of the Town's landscape.

Source: Town of Truckee 2019

View of Donner Lake and its shoreline.

Source: Town of Truckee 2019

State Route 89 North is a designated scenic corridor.

Source: Town of Truckee 2019

Commercial Row in the Downtown Core.

Source: Town of Truckee 2019

The Railyard Site.

Source: Town of Truckee 2019

Gateway Area Town Center is an auto-oriented commercial center that serves the local community.

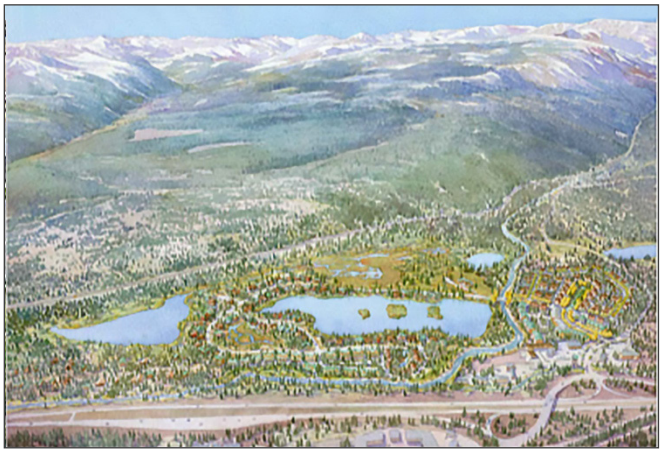
Figure 4.1-1 Representative Photographs

Source: Town of Truckee 2019

Truckee Crossroads provides local shopping and services and highway-oriented commercial development.

Source: Town of Truckee 2019

Single family home in the Glenshire/Devonshire neighborhood.



Source: Town of Truckee 2019

Coldstream planned community vision.

Source: Town of Truckee 2019

Pioneer Commerce Center.

Source: Town of Truckee 2019

Truckee Town Hall within the airport commercial and light industrial area.

Source: Town of Truckee 2019

The West River Street corridor consists of a mix of land uses.

Figure 4.1-2 Representative Photographs

The mountains surrounding Truckee are the dominant landscape feature and scenic resource for the town, visible from many places within Truckee. The mountains and ridgelines are thickly forested and vegetated at lower elevations and rocky and snow-capped at their peaks.

Forested upland areas, just within the town limits, define the form of the town, and provide a transition to the gentler landscapes of the Truckee River valley and meadowland areas. Forested upland areas are primarily concentrated in the north and west portions of the town and include Alder Hill, areas south of Prosser Lake, Tahoe Donner's upland, and the steep slopes north of the I-80 corridor. More modest slopes occur at McIver Hill and Hilltop. More moderate terrain, best characterized as open meadows and tree covered lowlands, consisting of rolling terrain, scattered trees, and denser stands, extends through Truckee to the east and southeast.

The Truckee River valley, traveling in a southeast to northeast direction through the town, is a natural corridor and unifying visual and physical element of the town's landscape. The river has defined the linear form of the historic downtown and its alignment along the railroad and interstate.

Other waterways, including Donner Creek, Trout Creek, and Alder Creek, that weave through the town are also important landscape components within Truckee and provide naturally defined corridors for open space and riparian habitat. Donner Lake, with its open waters flanked on three sides by steep, forested mountain ridges, is one of the most distinctive natural landscape elements in the town.

Open Space

Open space is integral to Truckee's landscape and community character. It is a valued resource of the Truckee community, offering a visual and physical connection to the natural environment in the form of scenic vistas and outdoor recreational access opportunities. It also provides habitat for a rich diversity of plant and animal species. This feature is critical to Truckee's community character and local and regional economy.

Prominent Slope, Ridge Line, Bluff Lines, and Hillsides

The natural setting of the town is influenced by area topography and prominent views of ridge, bluffs, and hillsides both within and directly adjacent to the town. As shown in Figure 4.1-3, these include views of the Prosser Hill and Boca Hill areas north of Town, the area around Alder Hill in the middle of town, the area around Donner Lake, and isolated slopes near downtown.

Scenic Vistas

Scenic vistas are generally interpreted as long-range views of a specific scenic resource. Significant scenic vistas in Truckee include views of mountain ranges and open space areas. Scenic views of forested hillsides, meadows, and the river valley can be viewed from the bluffs north of the Truckee River, along I-80, and Glenshire Drive looking south towards Martis Valley. The high vantage point afforded by the SR 267 bridge also provides open space vistas across the Martis Valley and towards Northstar ski resort. Scenic vistas are shown in Figure 4.1-3.

Other Views

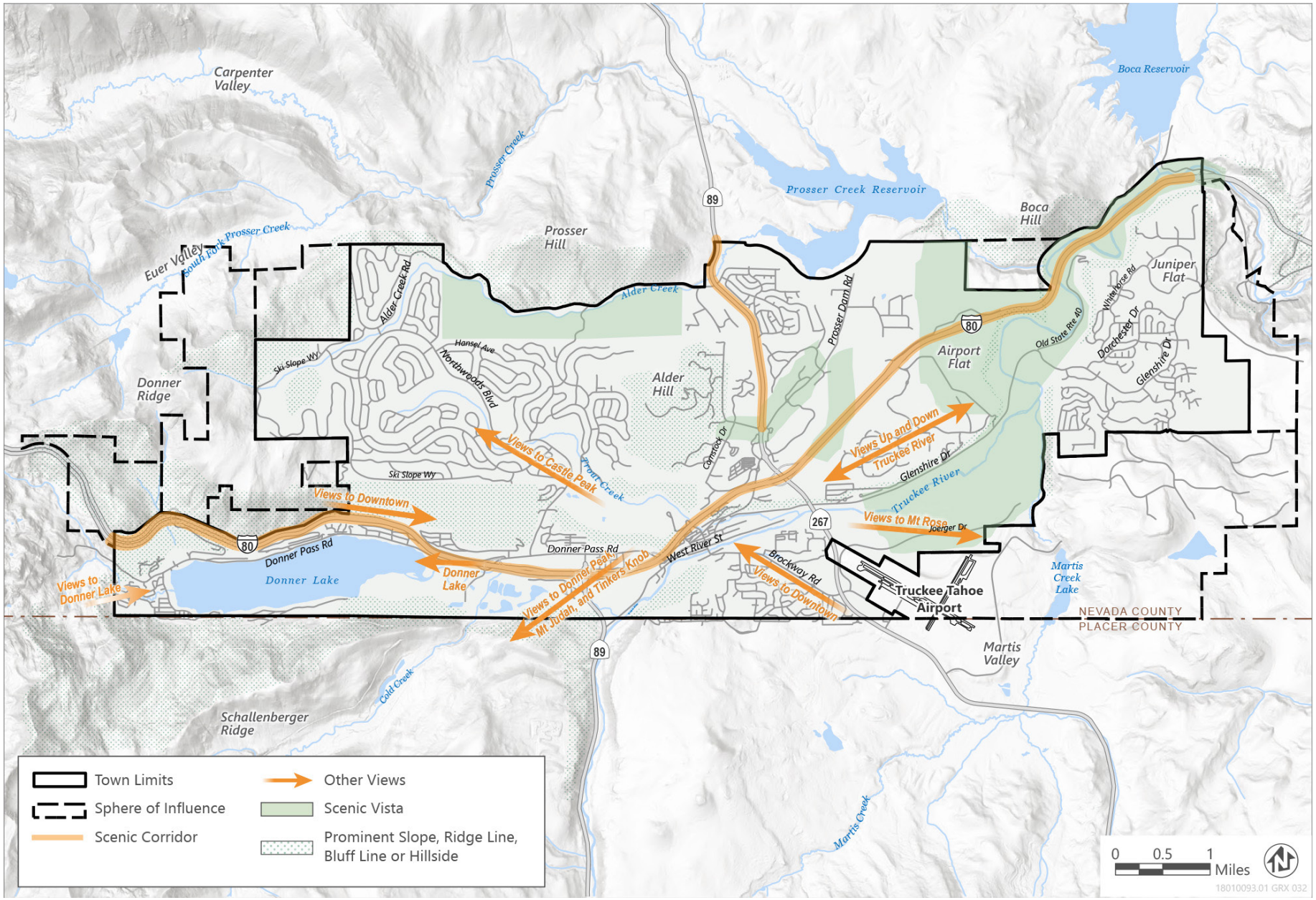
Other character-defining elements of the town include the Truckee River corridor, the historic Town Center, Donner Lake, and distant mountain views.

Truckee River

The Truckee River originates at the outlet of Lake Tahoe and flows approximately 110 miles to Pyramid Lake. Within the town, the river aligns with the railroad and I-80 as they pass through the town and reinforces the linear form of historic downtown Truckee. The orientation and alignment of the Truckee River valley defines a natural corridor that provides a unifying visual and physical element of the town landscape.

Townscape

Roadways connecting into downtown Truckee provide scenic views of the built environment, or townscape, with the natural setting of the river valley and the forested hills that surround it. These views are most prominent from I-80 and from Brockway Road as it descends into the downtown. The SR 267 bridge also contributes to the townscape of Truckee and affords drivers views of the town and valley floor.



Source: Data downloaded from Town of Truckee in 2018.

Figure 4.1-3 Scenic Resources

Donner Lake

Donner Lake, located in the southwestern area of the town, provides one of the most distinctive natural scenic landscape elements within Truckee. Scenic views of the Lake, its shoreline, the Lake's open waters to the forested Schallenberger Ridge to the south; Donner Ridge to the north, and the Sierra crest to the west, are key scenic resources for the town.

Peaks and High Mountain Ridges

Scenic views of peaks, prominent slope exposures, and ridge and bluff lines can be viewed from numerous locations throughout the town and are most prominent when looking to the east from central Truckee, to the east and southeast from upland neighborhoods like Tahoe Donner towards Mount Rose, and to the west and northwest to Castle Peak. From central Truckee, views to the southwest include Donner Peak, Mount Judah, and Tinkers Knob.

Scenic Highways

There are no State-designated scenic highways within Truckee; however, both I-80 and SR 89 are considered eligible but are not officially designated (Caltrans 2019). The Truckee Municipal Code designates two scenic corridors: the length of I-80 where it passes through the town limits, and a segment of SR 89 between Prosser Dam Road and the northern town limit (Figure 4.1-3). The scenic corridor designation recognizes the high scenic value of the landscape along the corridor and the need to actively protect the landscape from encroachment of visually incompatible development and advertising signage that could impair the scenic quality within the roadway's viewshed. The alignment of I-80 and elevation above the Truckee River valley affords numerous viewpoints to the south and southeast across the valley. The segment of SR 89 north of Prosser Dam Road provides drivers with views of scenic and rural landscapes that are visible from the roadway.

Corridors and Gateways

Corridors are linear features located along major thoroughfares that connect parts of a community. Gateways are a type of corridor feature that provide a sense-of-place, arrival, or transition from one place to another. Truckee's important corridors are described in further detail below.

West River Street Corridor/McIver Crossing Gateway

The West River Street Corridor connects the Downtown from Brockway Road to SR 89 South, along the alignment of the Truckee River. This corridor serves an important entry point and transition into Downtown Truckee. McIver Crossing connects West River Street to Donner Pass Road west of downtown via a railroad undercrossing.

State Route 89 South Gateway

SR 89 is located at the west end of West River Street. Passage through the Mousehole railroad undercrossing on SR 89 South provides a distinctive entrance from Placer County into Truckee.

Donner Lake Corridor/Wester Donner Pass Road Gateway

The Donner Lake Corridor/Wester Donner Pass Road Gateway connects the Gateway Area and Downtown Truckee to Donner Summit. The unique corridor follows the alignment of old Highway 40 and affords open and expansive view across Donner Lake to the mountain ridges. The westernmost Donner Pass Road exit from I-80 serves as the gateway into Truckee from the west, providing access to Donner Lake and Donner Memorial State Park to the west, and to the Gateway Area to the east. This corridor also provides a gateway to the major highway commercial area of the town.

State Route 89 North/Truckee Way Gateway

The SR 89 North and Truckee Way gateway defines the entry into central Truckee from I-80 and SR 89 to the north, and from Glenshire to the east, as the viewer travels along Truckee Way. This gateway provides a unique perspective of the downtown as the viewer travels downward into the river valley.

Brockway Road Corridor and Gateway

The Brockway Road Corridor, and the SR 267 and Brockway intersection provide a distinct and positive sense of arrival in Truckee.

Light and Glare

Light pollution refers to all forms of unwanted light in the night sky including glare, light trespass, sky glow, and over-lighting. Views of the night sky are an important part of the natural environment and contribute to the mountain-town character of Truckee. Excessive light and glare can also be visually disruptive to humans and nocturnal animal species and can often result in high energy consumption. Sources of light within the Truckee area include street lighting along streets, I-80, and SR 89, and night-time illumination of commercial buildings, shopping centers, and residential development. Light spillage from developed areas outside of the town border including the Reno-Sparks metropolitan area contribute to light pollution within Truckee.

TOWN DESIGN

An understanding of community character comes, to some extent, through understanding the composite parts and building blocks of Truckee's built environment, which in addition to open space previously described, includes the centers, neighborhoods, districts, corridors, and gateways that comprise the fabric of the town, as follows:

- **Centers**. Commercial and mixed-use areas of the town that serve as the focus for community life and commercial activity.
- **Residential neighborhoods.** Constitutes the majority of Truckee's developed areas.
- **Employment districts.** Include the few places in Truckee where job-generating use dominate.
- **Corridors and Gateways**. The linear features of the town that provide both connectivity and identity to the community at its entry points.

These areas are shown in Figure 4.1-4.

Centers

Centers are the focal point of the Truckee community and are locations that provide points of convergence and social interaction. Truckee's existing and future centers are mapped in Figure 4.1-4. These include centers ranging in size and type from the Downtown, the Gateway Area, and the future Railyard Master Plan development to the smallest, which are neighborhood nodes or focal points centered on community amenities.

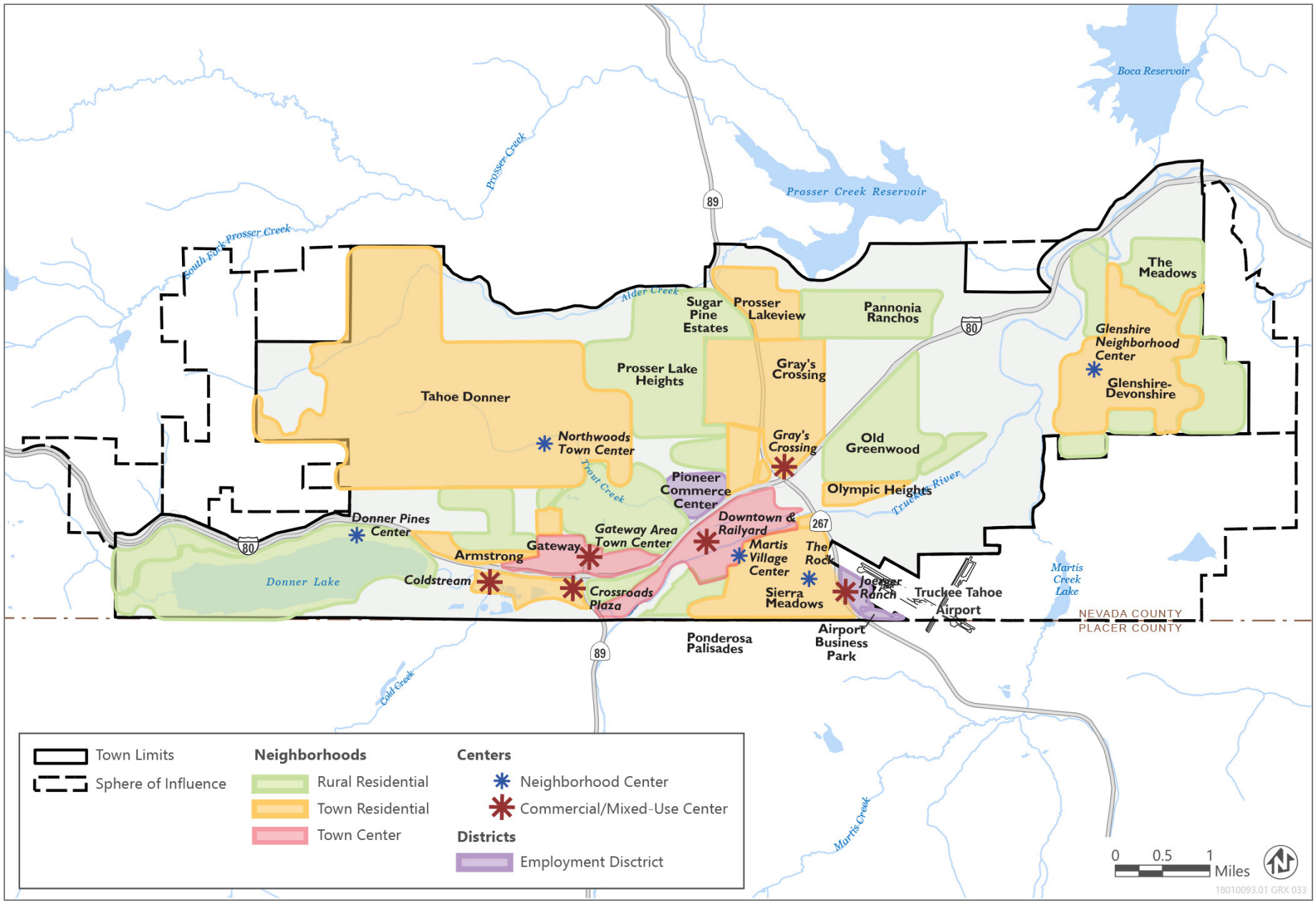
Downtown

Downtown is the historic and commercial heart of the community. Its linear form is derived by its orientation along the Truckee River and the railroad. Downtown is roughly bound by West River Street and the railroad to the south, I-80 to the north, the Railyard Master Plan to the east, and SR 89 South to the west. The Railyard Master Plan development will extend the Downtown further east on approximately 75 acres of land, historically occupied by railyards and lumber mills.

The downtown core consists of commercial and residential uses, many of which are housed in well-preserved historic buildings and with civic uses, such as the Visitor Center, post office, and Old Jail Museum, located prominently throughout the area. Downtown is a local and visitor attraction for its window-shopping, one-of-a-kind restaurants and stores, architecture, and historic character. The small-scale, narrow streets and modified grid pattern of Downtown, combined with the diversity of architecture and streetscape features, creates an inviting, pedestrian environment. Commercial Row, which is located along a single-sided stretch of Donner Pass Road facing the railway station, is considered an important element in the downtown. This compact assembly of historic storefront buildings, built to the edge of the public right-of-way with wide sidewalks and covered walkways, is a key center of community activity and is listed as a Historic District in the National Register of Historic Places (Commercial Row-Brickelltown Historic District).

Hilltop Area

The Hilltop Area is an undeveloped subarea of downtown planned for medium-density residential, single-family residential, open space, and commercial development that is designed to create a walkable neighborhood/village with access to open space and trails connecting the community.



Source: Data downloaded from Town of Truckee in 2018.

Figure 4.1-4 Neighborhoods, Centers, and Districts

The Railyard

The Railyard Master Plan focuses on redeveloping the Railyard into three districts that encourage development that is designed to integrate with downtown. These districts include:

- **Downtown Extension District**. The DE District is designed to be a physical extension of the commercial shops, restaurants, and lodging existing along Commercial Row, but with greater densities and modern interpretation of the Town's historic character. A mixed-use development pattern, including retail, office, entertainment, residential, recreation, and civic/community uses is envisioned.
- **Industrial Heritage District.** The IH District will extend the mixed-use development pattern beyond the balloon track and support the connection with the Master Plan area with Glenshire Drive to the east. Multi-family residential, live-work and work-live units, and commercial and light industrial development, such as handcraft industries, small scale manufacturing, or metal fabrication; machine and welding shops are envisioned in the district, honoring the industrial character of uses that once existed on the site.
- **Trout Creek District**. The TC District is envisioned with primarily multi-family and single-family residential homes and a mix of complimentary uses interspersed, such as bed and breakfast inns, art studios, health and fitness facilities, retail, and accessory office space.

Gateway Area Town Center

The Gateway Area is a strip commercial corridor along Donner Pass Road, between the Coldstream Road/I-80 interchange and the Central Truckee I-80 interchange. Businesses in the Gateway Area primarily cater to the daily shopping needs of Truckee's local residents and include a large grocery and drug store, hardware store, and a variety of smaller businesses. Local-serving uses along this corridor are reinforced with community-serving use and public facilities, including four school sites, the Tahoe Forest Hospital, fire station, Nevada County Government Center, and the Department of Motor Vehicles.

The Gateway Area, developed in the 1970s and 1980s, is an auto-oriented development, with retail development set back from the road and fronted by large parking areas. Numerous shopping opportunities are provided in the Gateway Area within a 0.5-mile walking distance of several residential areas.

Truckee Crossroads

Truckee's other existing major commercial center is the Crossroad Plaza, which includes the nearby commercial uses at the east end of Deerfield Drive and along SR 89. It provides a combination of local shopping and services, highway-oriented commercial development, a gas station, and a motel.

Neighborhood Centers

Neighborhood centers are small local-serving centers, typically providing between 4,000 to 6,000 square feet of commercial space, although sometimes larger when serving a broader customer base. Uses consist of convenience-oriented retail, small business offices, and residential uses. There are four primary neighborhood centers in Truckee:

- Donner Pines Center, a 4,200 square foot commercial center at the intersection of Donner Pass Road and Moraine Road.
- Glenshire Neighborhood Center, a small neighborhood center at the intersection of Glenshire Drive and Dorchester Drive.
- Northwoods Town Center, located along Northwood Boulevard in Tahoe Donner, serves Tahoe Donner residents, as well as visitors to the Tahoe Donner golf course, equestrian center, campground, ski areas and other recreational amenities.
- Martis Village Center, located at Brockway Road and Palisades Drive, is strategically located to serve as both a neighborhood center for the residential neighborhoods south of downtown and to capture patronage from drive-by traffic on Brockway Road as well as users of the Truckee River Regional Park.

- The Rock, one of Truckee's newest neighborhood centers, is located on Brockway Road adjacent to the Ponderosa Golf Course and across from Sierra Meadows. The center provides a mix of office, services, retail, and dining.

Residential Neighborhoods

With its favored location adjacent to urban centers and multiple modes of transportation, the Truckee area has become a focal point of mountain residential development. Truckee's residential neighborhoods comprise most of the developed areas (25 percent of the land) within the Town limits, characterized with a historic downtown core and several dispersed residential subdivisions. They consist of one of two types: town residential and rural residential neighborhoods, as mapped in Figure 4.1-4.

Town Residential Neighborhoods

Town residential neighborhoods include Downtown, Donner Lake, Gateway, and many of the residential neighborhoods built in the 1960s and 1970s, such as Sierra Meadows and Ponderosa Palisades, Tahoe Donner, much of Glenshire/Devonshire, and Olympic Heights. These neighborhoods consist mostly of single-family homes, with some duplexes and triplexes, and a few larger multi-family developments. These neighborhoods are typically built at medium densities with winding streets and cul-de-sacs. Homes are built fronting the street and relatively close to one another. Open space is provided in the form of neighborhood parks and greenways, and through the landscaping associated with individual properties.

Donner Lake

Donner Lake is flanked along its north, west, and south sides by a series of subdivisions containing second homes, vacation rentals, and condominium developments. Donner Memorial State Park and the Tahoe Donner Association beach and marina occupy the lake's east end featuring recreational facilities that include a public beach, boat rental and launching facilities, hiking/biking trails, campground, and visitor center and museum. The Truckee Donner Parks and Recreation District operates a public beach at the lake's west end. Residential subdivisions along Donner Lake date to the 1910s. Most of these lots were developed by the mid-1950s to 1960s.

Sierra Meadows/Ponderosa Palisades

The area consists of a series of subdivisions first developed in the 1960s-1970s and comprising about 1,500 housing units on about two square miles in the south-central area of Truckee. There are no commercial services except the homeowners' association club house/pool, although the Martis Village center and The Rock both serve Sierra Meadows/Ponderosa Palisades residents.

Tahoe Donner

Tahoe Donner is a large residential area consisting of 6,200 lots spread across 7 square miles and covering about 7,000 acres in northwest Truckee, developed in 1970. Most properties are second homes. Commercial services include a small convenience store/deli and several restaurants. Extensive recreational facilities include a downhill and cross-country ski area, two golf courses, two recreational facilities with pool and gym, and new "Adventure Center" that serves as a hub for miles of hiking/biking/equestrian trails.

Glenshire/Devonshire

Originally referenced as "Innisfree," the 3-square-mile Glenshire/Devonshire development is made up of several subdivisions along the eastern boundary of Truckee with approximately 1,500 home lots mostly occupied by full-time residents. Commercial services are contained in a small neighborhood center.

Armstrong Tract

The Armstrong Tract is located above Donner Lake and bordering the north side of I-80. It is adjacent to shopping and restaurants in Downtown Truckee.

Olympic Heights

Olympic Heights is an older subdivision dating from the 1960s-1970s that adjoins the Old Greenwood subdivision to the north and is accessed by Glenshire Drive on the south. Olympic Heights is mostly occupied by full-time residents.

This neighborhood is served by on-site septic systems which limits the ability to substantially modify the density (i.e., second units are not permitted).

Gray's Crossing

Gray's Crossing was developed during 2000s as a new luxury home subdivision south of the Prosser Area. Gray's Crossing owners have access to an 18-hole championship golf course, an extensive trail system, pool, and restaurant.

Old Greenwood

This luxury home subdivision and golf course in northeast Truckee, developed in the early 2000s, adjoins the south side of I-80 near Airport Flats. The community includes access to a pool, tennis courts, spa, and restaurant/bar. Many of the homes in this subdivision are under fractional ownership.

Coldstream (PC-1)

Coldstream is a planned community on 179 acres adjacent to Donner Memorial State Park and at a key gateway into Truckee. The community has been designed to respond to the area's scenic qualities and surrounding neighborhood uses. The community is proposed to include 300 residential units, 75 secondary units, and some retail and commercial uses that will be centered on and surrounded by over 100 acres of open space. The network of open space will be preserved as habitat for local wildlife and recreational trails will connect to the Truckee River Legacy Trail.

Rural Residential Neighborhoods

The 2025 General Plan describes rural residential neighborhoods as those where the natural environment dominates over the built environment. Homes appear to be set "in the trees" and adjacent stretches of open space. Large lots balance the built environment and the landscape. Except for the connectors that serve them, roadways within rural residential neighborhoods typically lack sidewalks and are narrow winding lanes and rural roads. Rural residential neighborhoods in Truckee include the residential areas on the outskirts of Glenshire/Devonshire, such as the Meadows neighborhood; the Prosser Area (Prosser Lake Heights, Sugar Pine Estates, Pannonia Ranchos); and the Old Greenwood planned community.

Prosser Area

The Prosser Area includes a grouping of residential subdivisions (Prosser Heights/Sugar Pine Estates/Pannonia Ranchos) along the east and west sides of SR 89 in north-central Truckee.

Employment Districts

Employment districts in Truckee are the places where non-retail job-generating uses, such as light industrial, office, warehousing, and other commercial activity are concentrated. These include the Pioneer Commerce Center and adjacent industrially-designated lands and the commercial and light industrial zones located near the Truckee-Tahoe Airport. The Pioneer Commerce Center, though originally intended to provide an area for industrial and service commercial type uses, has evolved into a site with a mixture of professional offices, research and development, service commercial businesses, and more general commercial uses, including a fitness center.

The airport commercial and light industrial areas consist of a number of office, distribution, retail and professional office buildings, located just east of SR 267 near the Placer County/Nevada County line. Truckee's Town Hall is housed within this area, sharing an office building with several corporate tenants. Development in this area is predominantly auto-oriented and reflects a variety of architectural styles. Buildings constructed in the last several years reflect the Town's design standards expressed through the Town's adopted Development Code and subsequent amendments. Older development tends to reflect the more typical style of office and warehouse buildings found in many cities in the U.S., with limited detail, blocky facades, and prominent parking lots.

Joerger Ranch Specific Plan (PC-3)

Joerger Ranch is approximately 67-acres located adjacent to and south of the Truckee Tahoe Airport and is subject to airport operation, noise, and land use constraints, such as limiting the amount of residential uses on the site. The Specific Plan Area is envisioned with a mix of commercial/retail, office, industrial, and workforce housing that is both

local and regional serving. The plan is envisioned to be organized into three economic clusters of related businesses, suppliers, and associated land uses, including:

- **Lifestyle.** Businesses planned along the Brockway corridor that are associated with the historic mountain town character of Truckee, such as outdoor gear; health/ fitness/wellness; conservation/sustainability businesses or communities that keep Truckee competitive with adjacent ski resorts in attracting local- and community-serving uses.
- **Business Innovation.** Proposed in the northwest portion of the Plan Area, this cluster is envisioned to create a concentration of high-tech, research and development, culinary, green technology, and similar industries in a campus setting, as well as workforce housing.
- **Regional.** Proposed on lands along Soaring Way, adjacent to the airport, this cluster creates opportunities for businesses with regional-serving products and services and the potential location for large floorplate businesses that may not be appropriate or feasible elsewhere in Truckee.

4.1.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The General Plan is a policy document that would guide future development and resource management throughout Truckee. Adoption of the plan would not result in any changes to existing conditions; however, the policies could allow for or encourage future activities that may affect the aesthetic qualities of the Town. Impacts are evaluated assuming anticipated development at full buildout. In determining the extent and implications of the visual changes, consideration was given to:

- existing visual qualities of the affected environment;
- the visual context of the affected environment;
- the extent to which the affected environment contains places or features that provide unique visual experiences or that have been designated in plans and policies for protection or special consideration; and
- the sensitivity of viewers, access of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities that could be affected.

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently.

THRESHOLDS OF SIGNIFICANCE

The GPU would result in potentially significant impacts on aesthetics if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in nonurbanized 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 assessable vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to aesthetics, scenic resources, and light pollution. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Community Character Element

GOAL CC-1: Natural Environment. Design the built environment to complement, not dominate, the natural beauty of Truckee by preserving open space and scenic resources, enhancing views and vistas, and protecting the visual quality of hillside areas and scenic corridors.

- **Policy CC-1.1: Protection of Visual Resources.** Prohibit development on hillside, ridge, and bluff lines, as shown in Figure CC 1, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Concentrate development on the most level and least visible portions of hillside sites.
- **Policy CC-1.2: Surrounding Natural Context.** Ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and in the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape.
- **Policy CC-1.3: Scenic Corridor Standards for New Development.** Protect and enhance public views within and from Truckee's designated scenic corridors through regulation of the visual appearance and location of development in identified buffer areas along scenic corridors (i.e., Interstate 80 and State Route [SR] 89 North).
- **Policy CC-1.4: Scenic Corridor Improvements.** Work with the California Department of Transportation (Caltrans) to improve the visual quality of freeway interchanges and designated scenic corridors in Truckee, including improvements to roadside landscaping and lighting.
- **Policy CC-1.5: Interstate 80 Screening.** Require preservation of existing vegetation on sites along Interstate 80 and at the Interstate 80/SR 89 North/SR 267 interchange to screen existing and new development visible from Interstate 80. Where necessary, require additional landscaping to screen buildings and other facilities.
- **Policy CC-1.6: Natural Waterways.** Preserve the scenic qualities of the Truckee River and other natural waterways through setback standards, as identified in the Development Code, and by ensuring that new development respects and enhances the aesthetic qualities and natural environment of these river corridors and waterways.
- **Policy CC-1.7: Public Corridor Landscaping.** Encourage the planting and maintenance of water-efficient, native landscaping along roadsides and the use of landscaping elements where appropriate along major public thoroughfares.
- **Policy CC-1.8: Open Character of Brockway Road.** Preserve and enhance the open character and qualities of the Brockway Road corridor by including appropriate buffering and screening from the road corridor and by interspersing development areas or nodes with green space.
- **Policy CC-1.9: Minimization of Vegetation Disturbance.** Encourage the preservation of trees and native vegetation, including specimen trees, and minimize natural landscape disturbance in development projects.
- **Policy CC-1.10: Protection of Scenic Qualities of Donner Lake.** Protect the scenic qualities of Donner Lake, including views of the lake itself from public ways and Donner Memorial State Park, and views from the lake to the shoreline and the mountain slopes and ridges beyond.
- **Policy CC-1.11: Donner Lake Development Standards.** Regulate the design character of new development along Donner Pass Road and South Shore Drive in the Donner Lake area to ensure compatibility with the character and scenic quality of the wooded lakeshore, its rustic cabins, and the lake waters.
- **Policy CC-1.12: Telecommunication Tower Regulations.** Reduce the visual impacts of telecommunication facilities to the extent allowed under state and federal law.

- **Policy CC-1.13: Development in the Planning Area.** If development is proposed outside of the town limits within the Planning Area, encourage that it be visually compatible and preserves the scenic qualities of lands in Truckee's viewsheds.
- **Action CC-1.A: Development Code Regulations for Scenic Resources.** Review and amend the Development Code to establish objective standards to preserve hillside, ridge, and bluff lines and to address telecommunication towers.
- **Action CC-1.B: Scenic Corridor Standards.** Evaluate and amend the Development Code as needed to implement the scenic corridor standards. Consider reducing the scenic corridor buffer for Interstate 80 to allow desirable mixed-use projects while maintaining the visual quality of the corridor.
- **Action CC-1.C: Tree Preservation Standards.** Review the Development Code for opportunities to strengthen the tree preservation ordinance to protect mature, significant trees, strengthen regulation on unpermitted removal of trees and grading disturbance, and ensure tree succession planting where possible in the project development process while ensuring that regulations are not in direct conflict with wildfire management goals.
- **Action CC-1.D: Brockway Road Corridor Standards.** Amend the Development Code to incorporate specific standards for buffering, setbacks, or vegetation along Brockway Road to maintain the open character of the corridor.
- **Action CC-1.E: Donner Lake District.** Create a Donner Lake overlay zoning district and amend the Development Code to address and preserve the uniqueness and history of the Donner Lake neighborhood.
- **Action CC-1.F: Dock and Pier Standards.** Amend the Development Code to create standards for docks and piers to reduce visual clutter and light pollution, ensure recreational use for the public, and maintain the scenic quality of Donner Lake.
- **Action CC-1.G: Telecommunication Tower Standards.** Update telecommunication facility regulations, including height, locations, design, screening, and colocation requirements, and ensure consistency with state and federal regulations.

GOAL CC-2: Night Sky. Protect views of the night sky as an important natural and scenic resource in Truckee and minimize the effects of light pollution.

- **Policy CC-2.1: Night Sky Preservation.** Preserve views of the night sky as an important natural and scenic resource in Truckee.
- **Policy CC-2.2: Exterior Lighting.** Implement outdoor lighting standards to minimize light pollution, glare, and light trespass into adjoining properties.
- **Policy CC-2.3: Existing Noncompliant Lights.** Require the removal, replacement, or retrofit of light fixtures that contribute to light pollution.
- **Policy CC-2.4: Sign Lighting.** Require sign lighting lumens to be the minimum necessary to provide nighttime visibility.
- **Policy CC-2.5: Commercial Development Lighting.** Require a photometric study for large-scale commercial development to ensure the project does not surpass the minimum lumens necessary to provide visibility. Large-scale commercial development is defined as 10,000 square feet of nonresidential use.
- **Action CC-2.A: Lighting Inventory and Compliance Program.** Conduct an inventory to identify the most serious instances of light pollution in Truckee. Implement a program to work with relevant public and private property owners to retrofit, remove, or replace polluting fixtures.
- **Action CC-2.B: Nonresidential Interior Lighting.** Require sensors or timers for dimmers and/or light shutoffs for interior lights in nonresidential buildings that are visible from the exterior.

GOAL CC-3: Town Design. Maintain a high standard of design to preserve Truckee's community character.

- Policy CC-3.1: High-Quality Design. Require all new development to incorporate high-quality site design, architecture, and planning to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment.
- Policy CC-3.2: Design Considerations. Ensure that planning and development decisions are oriented toward the maintenance of Truckee's character, reflecting the following considerations:
  - identify specific types of centers, residential neighborhoods, employment districts, corridors, and gateways.
  - respect the quality, character, and context of existing development in different areas of the town to ensure that new development enhances the desired character of each of these areas.
  - discourage new architecture that directly mimics or is derivative of the buildings of the historic Downtown.
  - encourage the retrofit or rehabilitation of existing buildings to more closely comply with Town policies, standards, and guidelines for high-quality architecture and design.
- Policy CC-3.3: Neighborhood Mixed-Use Center Design. Require new neighborhood mixed-use centers to incorporate site planning and design that reflects walkability and opportunities for indoor and outdoor social interaction, including clustered buildings, parking dispersed in smaller lots, and pedestrian-scale design features.
- Policy CC-3.4: Pedestrian-Oriented Design. Encourage pedestrian-oriented design through the following measures:
  - consideration of the relationship of the built environment to the qualities and context of the landscape and natural environment in which it is situated.
  - building design that is proportionate to the width of the street that it fronts, is oriented to the street, and minimizes setbacks from the public right-of-way.
  - appropriate design and siting of parking facilities to minimize their visual impact and break up their massing.
  - design of facades and building frontages with pedestrian-scale detail and a high level of visual interest along the street frontage, including storefront display windows, articulated massing, and fine-grain architectural detail.
  - walkable residential neighborhoods with elements such as grid or modified grid street layouts, landscaping, sidewalks, vehicle access in the rear, and porches.
- Policy CC-3.6: Architectural Monotony. Discourage architectural monotony between individual units in a residential subdivision or development project.
- Policy CC-3.7: Building Material Standards. Require new development projects to incorporate materials, color schemes, and architectural styles that complement the landscape and the rural and mountain environment. The use of rustic and natural materials such as stone and wood, as well as color palettes that reflect the natural environment, should be encouraged.
- Policy CC-3.8: Prohibition on Gated Communities. Prohibit gated communities in Truckee.
- Policy CC-3.9: Sign Regulation. Continue to regulate the size, quantity, location, material, and design of signs and sign lighting to maintain and enhance the visual appearance of the town.
- Policy CC-3.10: Elimination of Billboards. Eliminate existing billboards within the town limits and prohibit new billboards as a form of signage.
- Policy CC-3.11: Landscaping in New Developments. For all new development in Truckee, consider how the integration of trees and native landscaping can contribute to the overall quality of development-specific design and the town's unique character.
- Policy CC-3.12: Landscaping in Public Spaces. Examine and pursue opportunities for planting trees and native landscaping in public spaces to help enhance and preserve the town's unique character.

- **Policy CC-3.13: Surface Parking Lots.** Discourage development of surface parking lots that dominate the parcel frontage.
- **Policy CC-3.14: Property Maintenance.** Encourage residents and property owners to maintain their properties in good condition.
- **Policy CC-3.15: Fencing.** Prohibit the use of barbed wire and/or chain-link fencing, unless required for public safety purposes.
- **Policy CC-3.16: Underground Utilities.** Encourage utility companies to act on opportunities for undergrounding existing aboveground utilities with trenching for other utility maintenance and installation and street improvements.
- **Action CC-3.A: Residential Objective Design Standards.** Amend the Development Code to create objective design standards for residential projects that include requirements for clustering, height, upper-story setbacks, articulation, glazing, roof forms, materials, siting, fencing, variety, etc., by 2023.
- **Action CC-3.B: Nonresidential Design Standards.** Amend the Development Code to create objective design standards for nonresidential projects that include requirements for unique Truckee-specific design, siting, fencing requirements, materials, articulation, etc. Revise the definition of and amend the Development Code to prohibit franchise and corporate architecture.
- **Action CC-3.C: Legal Nonconforming Structures**. Amend the Development Code to require new additions and modifications to legal nonconforming structures to comply with current standards.
- **Action CC-3.D: Flexible Gathering Spaces.** Create a process to allow multipurpose and flexible gathering spaces in larger parking areas where temporary programming can be held during off-peak hours. Consider an incentive to allow a reduction in on-site vehicle parking requirements in exchange for additional public outdoor plaza and/or gathering areas.
- **Action CC-3.E: Sign Inventory.** Continue to maintain an inventory of signs to identify illegal signs, legal nonconforming signs, and conforming signs. Develop an amortization schedule and procedures for property owners to bring signs into compliance with the sign ordinance.
- **Action CC-3.F: Billboard Amortization.** Amend the sign ordinance to develop and adopt a program to phase out existing billboards.
- **Action CC-3.G: Property Maintenance Standards.** Review and amend the Development Code to strengthen the property maintenance enforcement standards to create effective tools to mitigate visual clutter and neighborhood conflict and to ensure community safety.
- **Action CC-3.H: Undergrounding of Utilities.** In conjunction with other roadway or street improvements, study and identify potential funding to prioritize the undergrounding of overhead utility lines in cooperation with the Truckee Donner Public Utility District and other utility providers. High priorities include undergrounding of utility lines in the Donner Lake area, Downtown, and Gateway.
- **Action CC-3.I: Railyard Master Plan and Coldstream Specific Plan.** Prior to expiration of the Development Agreement or during any amendment of the Development Agreement for the Coldstream Specific Plan or Railyard Master Plan, review and update the plans to include objective development and design standards and to further the goals of the General Plan related to encouraging mixed-use developments and a variety of housing types and sizes.

GOAL CC-7: A Vibrant Downtown. Maintain Downtown as the preeminent town center, with a vibrant mix of uses, rich legacy of historic buildings, and eclectic architectural character.

- **Policy CC-7.1: Respect for Historic Development and Patterns.** Preserve Downtown's rich legacy of historic buildings and sites by ensuring that new development respects the character and context of those resources.

- Policy CC-7.4: Public Buildings in the Downtown. Encourage the location and retention of public buildings and civic and community-serving uses in the Downtown that offer opportunities for community interaction. These might be public uses like parks or a town square, or privately operated uses such as children's arcades, play areas incorporated into retail stores or restaurants, mini-golf courses, and commercial uses like coffeehouses and restaurants.
- Policy CC-7.7: West River Street Link to Commercial Row. Create visual and pedestrian links between the Downtown core and the east end of West River Street.
- Policy CC-7.8: Riverfront Revitalization. Ensure that new riverfront development and adaptive reuse of historic structures along West River Street are consistent with the historic character of the area and protect the scenic and environmental quality of the Truckee River.

GOAL CC-8: Gateway District. Continue improving the built environment of the Gateway District so it functions as a walkable, safe, and connected area.

- Policy CC-8.1: Gateway District Redevelopment. Encourage the redevelopment and visual appearance of the Gateway District as a cultural corridor that connects Truckee neighborhoods and destinations and invites pedestrian activity through the provision of art, design, wayfinding, public and semi-public gathering places, and opportunities for interaction.
- Policy CC-8.3: Gateway Character. Create a neighborhood character specific to the Gateway District that is distinct from the Downtown through design standards, signage, and site improvements.

Land Use Element

GOAL LU-1: Efficient and Sustainable Land Use Patterns. Create efficient land use patterns to provide adequate land designated for residential, commercial, industrial, and open space/recreational uses while reducing environmental impacts, minimizing residential and commercial sprawl, increasing access to opportunity, and mitigating threats to public safety.

- Policy LU-1.1: Balance of Uses. Ensure a healthy balance of residential, commercial, industrial, and open space land to adequately serve all Truckee residents, the local workforce, and visitors and to reduce traffic impacts in the region.
- Policy LU-1.3: Infill Development. Encourage infill development within existing developed areas, including commercial centers and corridors, to promote sustainability, environmental protection, and equitable development patterns.
- Policy LU-1.4: Freeway-Oriented Development. Continue to locate freeway-oriented commercial development only at the existing developed interchanges with Interstate 80 at Donner Pass Road/Cold Stream Road and at State Route 89 South. Ensure high-quality design for freeway-oriented development in such areas.
- Policy LU-1.6: Surface Parking. Limit large continuous surface parking lots to mitigate visual, heat island, and water quality impacts.
- Action LU-1.A: Development Code Update for New Land Use Designations. Review and update the Development Code, including amendments to the Town's zoning to reflect land use designations established in this General Plan, including new mixed-use and business innovation designations; incorporating new prohibitions on gas stations, mini-storage, and golf courses; incorporating the density ranges of the land use designations; and strengthen the legal nonconforming uses ordinance to remove the allowances to reactivate legal nonconforming uses when the use has been abandoned.
- Action LU-1.B: Annual Development Report. Report annually to the Planning Commission and Town Council on the growth and development that occurred in Truckee in the previous year, status of major planning efforts, and implementation of the General Plan, including community efforts to conserve natural resources in the area.

GOAL LU-2: Residential Uses. Provide an adequate amount of land designated for residential uses to accommodate affordable and workforce housing needs, prevent sprawl, and minimize daily commutes.

- Policy LU-2.10: Clustered Residential Subdivisions. Require new residential subdivisions, resulting in more than two parcels, to be clustered consistent with the Open Space/Cluster Requirements of the Development Code to achieve the following:
  - Avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources.
  - Avoid areas of significant hazard, such as floodplains, steep slopes, unstable soils, and avalanche areas, to protect public health and safety.
  - Maximize contiguous areas of open space.
  - Minimize infrastructure costs.
- Policy LU-2.11: Open Space through Clustering. Consider the type, location, and quality of open space areas preserved through clustering as an integral and primary element in the overall site planning for a project. This may necessitate residential project design that includes smaller units or lot size in order to accommodate clustering.
- Policy LU-2.12: Open Space Preservation and Management. Preserve the portions of parcels not developed with clustered residential uses as undeveloped open space. Preservation and management options for open space include:
  - dedication to a homeowners association;
  - dedication to a public agency such as the Truckee-Donner Recreation and Park District or to a land trust or other nonprofit agency; or
  - for smaller subdivisions (fewer than five parcels), the use of development envelopes in conjunction with conservation easements or deed restrictions..
- Action LU-2.D: Clustered Residential Standards Update. Amend the Development Code, including the Subdivision Ordinance, to update standards related to clustered residential development to provide clarity and objectivity.

GOAL LU-3: Commercial and Mixed-Use Development. Create vibrant mixed-use corridors, support commercial centers, and provide neighborhood services to reduce traffic and greenhouse gas emissions while minimizing land use conflicts.

- Policy LU-3.5: Building Orientation. Require new buildings in mixed-use and commercial areas to be oriented toward the street and for off-street parking areas to be located to the rear or side of commercial buildings. Ultimate building locations must accommodate snow removal and snow storage, stormwater treatment, and should maximize solar orientation.
- Policy LU-3.6: Retail Building Size. Limit the building size for a single retailer to a maximum of 20,000 square feet. Allow exceptions to the policy up to 30,000 square feet for projects providing community benefits.
- Action LU-3.B: Building Size. Amend the Development Code to establish maximum size limitations on retail buildings in all zoning districts, and exception criteria, consistent with Policy LU-3.6.

GOAL LU-4: Industrial Uses. Support a strong, diverse, four-season economy by maintaining a robust industrial and maker base that provides jobs for residents and is compatible with surrounding uses.

- Policy LU-4.4: Industrial Buffering and Screening. Require buffering, screening, setbacks, and other measures for new and expanded industrial uses in areas visible to the public right-of-way and adjacent to residential neighborhoods to minimize impacts and compatibility conflicts, with particular attention to minimizing impacts on disadvantaged populations.

GOAL LU-6: Downtown. Preserve and enhance the historic mountain character of the Downtown and support a vibrant district through infill growth, a mix of uses, and public spaces.

- Policy LU-6.4: Riverfront Development. Encourage new riverfront development in the Downtown that provides river access and protects the scenic and environmental quality of the river through development and design standards.
- Action LU-6.A: Update Plan to Include Objective Design Standards. Update the Downtown Truckee Plan to include objective design standards to preserve the historic character of the Downtown, provide transitions from nonresidential to residential uses, and protect the scenic and environmental quality of the river.

GOAL LU-7: Joerger Ranch. Foster high-quality development to create a commercial and industrial center that supports a diverse economy while providing housing and high quality of life.

- Policy LU-7.3: Design Standards. Ensure that the Joerger Ranch Specific Plan design standards are clear, concise, and create high-quality design that addresses community expectations.
- Policy LU-7.5: Access to State Route 267. Ensure the consideration of appropriate access to State Route 267, via Brockway Road and Soaring Way, and minimization of visual impacts from the SR 267 corridor during site design.
- Action LU-7.A: Joerger Ranch Specific Plan Update. Update the Joerger Ranch Specific Plan to address changes to the Tahoe Truckee Airport Land Use Compatibility Plan, to further promote appropriate industrial uses, and to consider changes to workforce housing needs.

GOAL LU-8: Gateway District. Create a mixed-use corridor that provides housing, services, and employment opportunities in an active, safe, and pedestrian-oriented environment.

- Policy LU-8.2: Active Street Frontage. Encourage the redevelopment of existing parking lots to activate the Donner Pass Road street frontage with infill development, gathering spaces, and outdoor dining that enhance the pedestrian and bicyclist experience in the Gateway District.
- Policy LU-8.4: Smaller Commercial Spaces. Encourage smaller-scale buildings that provide space for local "mom & pop" stores, cafes, and restaurants and encourage community interaction in the Gateway District.
- Policy LU-8.9: Clustered Development on Upper McIver Hill. Require clustered development on Upper McIver Hill to maximize open space protection, minimize hillside disturbance, and limit impacts on scenic viewsheds.

GOAL LU-9: West River District. Transform the West River District into a live/work/recreate district that provides public access to the Truckee River, supports the local economy, and provides a variety of housing types.

- Policy LU-9.2: Truckee River Enhancement. Support the goals and principles of the Truckee River Revitalization Strategy to protect and enhance the scenic quality of the river and its riparian/river ecosystem, increase public access and river awareness, and encourage appropriate development or redevelopment in the West River District.
- Policy LU-9.6: Development Standards for Industrial Buildings. Require industrial buildings in the West River District that are visible from the public right-of-way and/or residential uses to include attractive building frontages, façade articulation, and landscaping and tree coverage in parking areas and along the street frontage.
- Policy LU-9.7: Prohibition on Visible Outdoor Storage. Prohibit visible outdoor storage adjacent to, and visible from, West River Street and the Truckee River.
- Policy LU-9.9: Public Access to Truckee River. Establish a public access point to and parking area near the Truckee River.
- Action LU-9.B: Objective Design Standards. Develop objective design standards for residential and nonresidential uses in the West River area to ensure compatibility between uses, protect the area's character, and feature the Truckee River. Standards shall include:
    - upper-story setbacks to protect viewsheds;

- screening of outdoor storage areas and other industrial uses visible from the public right-of-way and the Truckee River; and
- vegetation along the riverfront and street frontage, featuring native plants.

GOAL LU-10: Donner Lake. Protect Donner Lake as a natural, scenic, and recreational resource and create a neighborhood center that serves residents and visitors.

- **Policy LU-10.3: Scenic Views of Donner Lake.** Ensure new development minimizes visual impacts, particularly to views across the lake and to adjacent hillsides and ridges beyond; is visually compatible with existing development; and does not appear out of scale with parcel sizes and adjacent development.

GOAL LU-11: Gray's Crossing. Continue to develop a destination recreation community with a variety of housing types, a mixed-use village center, recreational amenities, and open space.

- **Policy LU-11.2: Retail and Mixed-Use Pedestrian-Scale Design.** Design retail shopping and mixed-use areas within the Gray's Crossing area at a pedestrian scale, incorporating pathways, courtyards, and other activity nodes, with a mix of shopping, offices, residences, and services. Large single building forms and large masses of pavement are not considered consistent with this policy.
- **Policy LU-11.3: Undeveloped Open Space Character.** Maintain the undeveloped open space character of the viewsheds along State Route 89 and Interstate 80 within the Gray's Crossing area.
- **Policy LU-11.4: Natural Feature and Wildlife Habitat Preservation.** Preserve existing natural features and protect wildlife habitat in the Gray's Crossing area through the preservation of open space corridors connecting to adjacent open space lands.

GOAL LU-12: Regional Land Use Coordination. Work with Nevada and Placer Counties and the Truckee Tahoe Airport District to ensure that any development in the Truckee region is compatible with the Town's goals and policies and enhances the quality of life for residents of Truckee and the wider region.

- **Policy LU-12.9: Opposition to Development with Significant Impacts.** Oppose development within the Planning Area that significantly impacts the town's natural ecosystems and viewsheds.
- **Action LU-12.C: Open Space Protection Strategy.** Work together with Nevada County and Placer County to develop a coordinated open space protection strategy for the Planning Area.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to aesthetics, scenic resources, and light pollution:

- **LU-R-5:** Where a new commercial project abuts a residential property, ensure building forms are similar in scale and provide appropriate transitions in height and massing.
- **LU-RC-4:** Improve views along the Truckee River by working with owners of commercial and residential properties along the river to incorporate public access easements where feasible.
- **LU-RC-7:** New residential development adjacent to the Truckee River shall be clustered to protect sensitive riparian areas and scenic views to the river.
- **LU-RC-9:** Discretionary and ministerial projects adjacent to the Truckee River must fully mitigate any adverse visual impacts through landscaping and other screening. All outdoor storage on parcels adjacent to the Truckee River shall be prohibited.
- **LU-RC-10:** Site and design new development to:
    1. Preserve views of and access to the Truckee River;

2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values; and
3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.

- **LU-RC-11:** The following shall guide the determination of development density and intensity:
  - Revisit the River Protection Overlay District requirements to ensure visual access to the river as part of all projects.
  - Increase the visibility of the river from parks, trails, sidewalks, roadways, and riverfront businesses.
  - Enforce and preserve the integrity of the required setbacks from the Truckee River. Areas within the designated river setback area shall be protected by a conservation easement or similar mechanism. Access roads shall be located outside setback areas.
  - Prohibit solid fencing and screening of views between buildings.
  - Clustering shall be implemented consistent with the requirements of the applicable zoning district.
- **LU-HT-3:** The Master Plan shall include design standards ensuring new development is compatible in architectural and site design with the existing historic mountain character of Truckee.
- **LU-HT-6:** The Master Plan shall identify standards for appropriately scaled and designed development along the lower ridge line of hilltop (at the end of Rue Hilltop Road).
- **LU-RY-1:** Ensure development of the Railyard Master Plan Area as an attractive, pedestrian-oriented activity center, physically and visually connected to historic Downtown Truckee. The interface between historic Truckee and the Railyard Master Plan Area should be carefully considered through strong pedestrian connections.
- **LU-C-1:** Cluster development to protect aspen groves and other native trees, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values.
- **M-R-1:** Downtown roadway improvements shall provide safe traffic circulation and crossings, while preserving the historic and scenic qualities of the area. Four-lane roadways and double left turn lanes in the DTP shall be prohibited. Signals installed should be compatible with the character of historic downtown.
- **P-5:** Develop parking facilities compatible with the character of the Downtown Commercial Core subarea. Parking structures shall be constructed to incorporate new retail and office space and housing with an architectural theme reminiscent of historic Downtown Truckee.
- **PR-1:** Provide decorative paving, lighting, landscaping, and furnishings that matches or coordinates with existing Downtown improvements, while maintaining the eclectic character that makes Truckee unique. Focus decorative paving and special streetscape treatment on primary commercial-oriented streets in the Downtown Commercial Core, Railyard, and River Street Mixed-Use subareas, including Donner Pass Road, Church Street, Jibboom Street, Bridge Street, and West River Street.
- **P-TS-5:** Furnishings, such as benches, lighting, waste receptacles, bicycle racks, fences, shall be the same or coordinated in appearance with furnishings in the Historic District. Public art and historic exhibits shall also be incorporated.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- Conflict with Applicable Zoning and other Regulations Governing Scenic Quality in Urban Areas

"Urbanized area" is defined in CEQA (Section 15387) as a "central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile." The town has a population of 16,400 individuals and a service population of 38,300. In 2040, the population would be 20,100 individuals, and the service population would be 46,000. At full buildout, which would occur after the 2040 horizon of the proposed GPU, the population could be 23,200 individuals, and the service population may reach 54,900. Because the town would not qualify as an urbanized area over the life of the plan, the town is considered a non-urban area for the purpose of the following discussion. Analysis of conflict with applicable zoning or other regulations governing scenic quality is not provided below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.1-1: Have a Substantial Adverse Effect on a Scenic Vista

GPU policies would protect scenic vistas. With implementation of these policies, projected development would not be expected to substantially alter views of scenic vistas. Therefore, impacts to vistas would be **less than significant**.

As discussed above and shown on Figure 4.3-1, the GPU defines significant scenic vistas as views of mountain ranges and open space areas. Scenic views of forested hillsides, meadows, and the river valley can be viewed from the bluffs north of the Truckee River, along I-80, and Glenshire Drive looking south towards Martis Valley. The high vantage point afforded by the SR 267 bridge also provides open space vistas across the Martis Valley and towards Northstar ski resort.

The GPU would focus future development within the town's developed areas. This land use scenario would minimize impacts to scenic vistas. For example, Policy CC-1.1 would prohibit development on hillsides, ridges, and bluff lines, as shown in Figure 4.1-3, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Policy CC-1.2 would ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. GPU policies would preserve the scenic qualities of the Truckee River and other natural waterways through setback standards and development review (Policy CC-1.6), and Donner Lake by regulating the design of new development to ensure compatibility (Policies CC-1.10 and CC-1.11). GPU actions would further ensure that impacts to scenic vistas are minimized because the Town would review and amend the Development Code regulations related to scenic resources (Action CC-1.A) and Donner Lake (Action CC-1.E).

The Downtown Truckee Plan contains policies intended to preserve scenic vistas of the downtown area. For example, Policy LU-RC-10 requires preservation of views and access to the Truckee River and Policy LU-RC-11 includes measures to improve views of the river through prohibition of solid fencing, clustering development, and setbacks. In the Hilltop subarea, the Master Plan would identify standards for appropriately scaled and designed development along the lower ridge line of hilltop (Policy LU-HT-6).

Truckee has numerous scenic vistas and important scenic resources, including the Truckee River, the historic Town Center, and Donner Lake. The GPU includes policies and implementation actions intended to preserve the natural resources in these areas. Policies related to preservation of resources include requirements that provide enough assurance to determine that the overall aesthetic of scenic resources, as viewed from key viewing locations, would be maintained. Because projected development under the GPU would not have a substantial adverse effect on a scenic vista, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.1-2: Substantially Damage Scenic Resources, including, but Not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway

The GPU would facilitate development that could be visible from locally designated scenic corridors. GPU policies would protect scenic resources along locally designated scenic corridors. With implementation of these policies, projected development under the GPU would not be expected to substantially alter views of important scenic resources from visually sensitive areas. Therefore, impacts to scenic resources viewed from key locations, including designated corridors, would be **less than significant**.

New development associated with the GPU could result in changes to important scenic resources as seen from visually sensitive locations. Visually sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. These locations include principal travel corridors; public plazas; trails; parks; parkways; and designated scenic corridors. This analysis of the potential for effects on scenic resources focuses on views from primary transportation corridors and considers the overall potential for a substantial adverse change to scenic resources.

There are no State-designated scenic highways within Truckee; however, both I-80 and SR 89 are considered eligible but are not officially designated (Caltrans 2019). The Truckee Municipal Code designates two scenic corridors: the length of I-80 where it passes through the town limits, and a segment of SR 89 between Prosser Dam Road and the northern town limit. The scenic corridor designation recognizes the high scenic value of the landscape along the corridor and the need to actively protect the landscape from encroachment of visually incompatible development and advertising signage that could impair the scenic quality within the roadway's viewshed. The alignment of I-80 and elevation above the Truckee River valley affords numerous viewpoints to the south and southeast across the valley. The segment of SR 89 north of Prosser Dam Road provides drivers with views of scenic and rural landscapes that are visible from the roadway.

The GPU would focus future development within the town's developed areas. This land use scenario would minimize impacts to scenic resources. For example, Policy CC-1.1 would prohibit development on hillsides, ridges, and bluff lines, as shown in Figure 4.1-3, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Policy CC-1.2 would ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. GPU policies would preserve the scenic qualities of the Brockway Road Corridor through buffering and screening from the road corridor and interspersed green space (Policy CC-1.8) and Donner Lake by regulating the design of new development to ensure compatibility (Policies CC-1.10 and CC-1.11). GPU actions would further ensure that impacts to scenic resources are minimized because the Town would review and amend the Development Code regulations related to scenic resources (Action CC-1.A), scenic corridors (Action CC-1.B), tree preservation standards (Action CC-1.C), Brockway Road Corridor (Action CC-1.D), and Donner Lake (Action CC-1.E).

In addition, the GPU would conserve the character and scenic quality along scenic corridors. For example, Policy CC-1.3 would protect and enhance public views within and from Truckee's designated scenic corridors through regulation of the visual appearance and location of development within identified buffer areas along scenic corridors (i.e., I-80 and SR 89 North). Per Policy CC-1.4, the Town would work with Caltrans to improve the visual quality of freeway interchanges and designated scenic corridors in Truckee, including improvements to roadside landscaping and lighting. Additionally, the Town would require preservation of existing vegetation and installation of additional landscaping along portions of I-80 to screen existing and new development (Policy CC-1.5). Finally, the Town's development standards provide a framework for new development along scenic corridors, which requires projects to include landscape screening, avoid native vegetation removal, and minimize disruption of hillside views, prominent slope exposures, ridgelines, scenic vistas, or other natural features (Section 18.46.080, Scenic Corridor Standards).

Although there are no State-designated scenic highways in Truckee, both I-80 and SR 89 are considered eligible but are not officially designated and the Truckee Municipal Code designates portions of these two highways as scenic corridors. Further, the Development Code regulates new development along scenic corridors to minimize visual impacts. Policies related to preservation of resources include requirements that provide enough assurance to

determine that the overall aesthetic of scenic resources, as viewed from key viewing locations, would be maintained. Because projected development under the GPU would not substantially alter views of important scenic resources from visually sensitive areas, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.1-3: In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings

The GPU would promote development within and near the Town's developed areas, which would minimize changes to Truckee's mountain-town character. GPU policies would encourage new development to be compatible with the scale and character of existing development and would preserve and enhance Truckee's visual character and quality. Nonetheless, development that could occur with implementation of the proposed GPU, in concert with state laws that could result in increased density, could change in visual character of the town in a manner that some perceive as a degradation of baseline conditions. Therefore, impacts would be **significant and unavoidable**.

Truckee is a mountain community situated in the valley containing the Truckee River and is surrounded by scenic views of mountain peaks and ridgelines, sweeping vistas of forested hillsides, and meadows. The Truckee town limit encompasses approximately 34 square miles; however, much of the town limit is composed of undeveloped open space. The broad visual character of Truckee's built environment is that of a series of discrete and dispersed neighborhoods and districts of individually varying character, separated by areas of open space. Developed areas within Truckee include the town's historic core, compact development of historic and newer buildings within the Truckee River Valley, commercial and public uses in the Gateway Area, residential and vacations homes in the Donner Lake Area, and a variety of residential and commercial areas distributed throughout the town.

The GPU would minimize changes to the town's predominantly mountain-town visual character by focusing future development within the town's developed areas instead of in undeveloped open space areas of the town. Infill would reduce the pressure for development that encroaches on undeveloped land, thus minimizing the potential for the development of these lands. Undeveloped open space areas of Truckee would continue to serve as buffers between Truckee's more developed areas. The most substantial changes to visual character would be expected to occur within planned communities, where mixed-use and higher density residential development would occur, especially on vacant and underutilized sites. Changes to visual character could also occur outside planned communities. However, the overall rate of growth in Truckee is projected to be such that the quantity of development outside of the planned communities, and the associated potential to substantially degrade the existing visual character or quality of Truckee, would be limited. As described in Section 4.14, "Population and Housing," development under Truckee2040 would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions) and is expected to continue to experience a low growth rate such that buildout of Truckee2040 would not occur in 2040.

As described in Chapter 3, "Project Description," full buildout of the GPU could result in a maximum net increase of 5,900 dwelling units, 891,000 square feet of commercial development, 390,000 square feet of office development, and 245,000 square feet of industrial development in Truckee above existing conditions (year 2018). This represents a 31 percent increase in dwelling units, 45 percent increase in commercial development, 39 percent increase in office development, and 21 percent increase in industrial development in Truckee above existing conditions. The intensification of land use anticipated to occur in developed areas may be considered an adverse effect to some viewers because of the presence of larger buildings and the corresponding reduction in vacant land within Truckee. However, as detailed below, policies in the GPU would encourage new development to be compatible with the scale and character of existing development and would enhance the distinct visual identities of communities within Truckee. Structures would continue to comply with the building height limits of 50 feet for nonresidential buildings and 35 feet for residential structures. Other policies would protect historic sites and their surroundings, which are a signature aspect of the visual character of Truckee.

Several policies and implementation actions in the Land Use and Community Character Elements encourage the protection of historic buildings and sites, which are key aspects of Truckee's character. Although impacts to individual resources may occur with implementation of the GPU, the policies and implementation actions identified in the GPU, in conjunction with established regulations, would serve to substantially reduce the potential effects of development on the historic character of established communities. For example, Policy CC-3.2 would ensure that planning and development decisions are oriented towards the maintenance of Truckee's character, including by discouraging new architecture that directly mimics or is derivative of the buildings of the historic downtown. Policy CC-7.1 would preserve Downtown's rich legacy of historic buildings and sites by ensuring that new development respects and preserves the character and context of those resources. For development along the Riverfront, Policy CC-7.7 would ensure that new riverfront development and adaptive reuse of historic structures along West River Street is consistent with the historic character of the area and protects the scenic and environmental quality of the Truckee River. For further evaluation of effects on historic resources, see Impact 4.5-1 in Section 4.5, "Cultural Resources."

The GPU also includes policies to limit the visual effects of new residential, commercial, and industrial development. Policy LU-1.3 would locate significant new development with appropriate intensities/densities on infill sites within existing developed areas, including auto-oriented commercial centers and corridors, and ensure such locations are consistent with goals for equity, sustainability, and environmental protection. The GPU would guide growth to planned communities by identifying specific policies and implementation actions relevant to each land use, including residential uses (Goal LU-2), commercial and mixed-use development (Goal LU-3), and industrial uses (Goal LU-4); as well as planned communities, including Downtown (Goal LU-6), Joerger Ranch (Goal LU-7), Gateway District (Goal LU-8), West River District (Goal LU-9), Donner Lake (Goal LU-10), and Gray's Crossing (Goal LU-11). Within residential areas, the GPU would require new residential subdivisions to be clustered to, among other objectives, avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources as well as preserve and manage open space (Policies LU-2.10, LU-2.11, LU-2.12, and Action LU-2.C). For commercial, mixed-use, and industrial development, the GPU would require new buildings to be oriented towards the street (Policy LU-3.5); limit building sizes (Policy LU-3.6 and Action LU-3.B); and require buffering, screening, setbacks, and other measures for new and expanded industrial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts (Policy LU-4.4). By guiding growth to planned communities, clustering development and maintaining open space, and requiring buffering and setbacks between more intense development and adjacent lower-intensity development, the GPU would limit the visual effects of new residential, commercial, and industrial development. Further, the GPU would continue to limit freeway-oriented commercial development to the existing developed interchanges (Policy LU-1.6) and limit large continuous surface parking lots (Policy LU-1.8).

The GPU includes a range of policies and implementation actions intended to preserve Truckee's visual character through specific design standards. For example, the GPU would require new development to incorporate high quality site design, architecture, and planning to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment (Policy CC-3.1) and ensure that planning and development decisions are oriented towards the maintenance of Truckee's character (Policy CC-3.2). Specifically, policies would encourage pedestrian-oriented design (Policy CC-3.4); discourage architectural monotony between individual units within a suburban subdivision or residential subdivision or development project (Policy CC-3.6); prevent the construction of oversized homes (Action CC-3.E); and require new development projects to incorporate materials, color schemes, and architectural styles that complement the landscape and rural and mountain environment (Policy CC-3.7). Signs would continue to be regulated to maintain and enhance the visual appearance of the town (Policy CC-3.10 and Action CC-3.F), existing billboards would be eliminated and new billboards would be prohibited (Policy CC-3.11 and Action CC-3.E), landscaping would be installed to help enhance and preserve the town's unique character (Policies CC-3.12 and CC-3.13), surface parking lots would be limited (Policy CC-3.14), barbed wire and/or chainlink fencing in areas visible to the public would be prohibited (Policy CC-3.16), and utilities would be encouraged to be underground (Policy CC-3.17 and Action CC-3.G). Finally, the Town would amend the Development Code to create objective design standards for residential projects (Action CC-3.A) and non-residential projects (Action CC-3.B).

As described above in Impact 4.1-2, the GPU also includes policies and implementation actions that promote the overall conservation of natural scenic resources in the Community Character Element. Policy CC-1.1 would prohibit development on hillsides, ridges, and bluff lines, as shown in Figure 4.1-3, to protect steep slopes from erosion and

limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Policy CC-1.2 would ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. Policy CC-1.3 would protect and enhance public views within and from Truckee's designated scenic corridors through regulation of the visual appearance and location of development within identified buffer areas along scenic corridors (i.e., I-80 and SR 89 North). GPU policies would preserve the scenic qualities of the Truckee River and other natural waterways through setback standards, as identified in the Conservation and Open Space Element, and by ensuring that new development respects and enhances the aesthetic qualities and natural environment (Policy CC-1.6) as well as Donner Lake (Policies CC-1.10 and CC-1.11). GPU actions would further ensure that impacts to natural scenic resources are minimized because the Town would review and amend the Development Code regulations related to scenic resources to further preserve scenic resources including hillside, ridge, and bluff lines and town's scenic landscapes (Action CC-1.A), scenic corridors (Action CC-1.B), tree preservation standards (Action CC-1.C), and Donner Lake (Action CC-1.E).

In addition, the town contains several planned communities—Tahoe Donner, Coldstream Specific Plan, Joerger Ranch Specific Plan, and Downtown Truckee Plan (which includes the Railyard Master Plan and Hilltop Master Plan)—that have established specific or master plans to guide land use development that is intended to conserve Truckee's mountain-town character, scenic built environment, natural environment, and cultural resources. These areas have unique development and site conditions necessitating additional review and guidance for development. Development proposed within these areas are required to be consistent with the adopted policies and development standards of the applicable plan.

For Downtown development, Action LU-6.A would require the Town to update the Downtown Specific Plan to include objective design standards to preserve the historic character of the Downtown and to protect the scenic and environmental quality of the river. The Downtown Truckee Plan contains policies intended to preserve the visual character of the downtown area. For example, Policy LU-R-5 would require that new commercial projects abutting a residential property ensure building forms are similar in scale and provide appropriate transitions in height and massing. New residential development adjacent to the Truckee River would be clustered to protect sensitive riparian areas and scenic views to the river (Policies LU-RC-7 and LU-RC-10). In addition, discretionary and ministerial projects adjacent to the Truckee River would be required to fully mitigate any adverse visual impacts through landscaping and other screening (Policy LU-RC-9). Through Policy LU-RC-11, the Town would enforce and preserve the integrity of the required setbacks from the Truckee River. Areas within the designated river setback area would be protected by a conservation easement or similar mechanism. Access roads would be located outside setback areas. The Downtown Truckee Plan would provide coordinated designs for decorative paving, lighting, landscaping, and furnishings, while maintaining the eclectic character that makes Truckee unique (Policies PR-1 and P-TS-5).

In the Hilltop subarea, the Master Plan would include design standards ensuring new development is compatible in architectural and site design with the existing historic mountain character of Truckee (Policy LU-HT-3). Development of the Railyard Master Plan Area would occur as an attractive, pedestrian-oriented activity center, physically and visually connected to historic Downtown Truckee (Policy LU-RY-1). In the cemetery subarea, Policy LU-C-1 would require the Town to cluster development to protect aspen groves and other native trees, when feasible, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values. In addition, projects within the Historic Preservation (-HP) Overlay District in Downtown Truckee are subject to the Historic Design Guidelines in Volume III of the Downtown Specific Plan.

As described above, the proposed in the GPU and Downtown Truckee Plan would guide growth to planned communities and preserve natural areas, while largely maintaining consistency with the visual character of planned communities through policies related to preservation of historic buildings and sites and preserving aesthetic quality through specific design standards. In addition, implementation of the GPU and Downtown Truckee Plan would require the development of objective design standards intended to clarify and standardize these requirements. Nonetheless, the Town recognizes that state regulations may result in changes to community character that include a shift to greater development density that could degrade the existing visual character of the town in a manner that some perceive as a degradation of baseline conditions. Impacts would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce the potential to degrade the visual character or quality of public views, but cannot be assumed to be sufficient to fully avoid the potential for degradation. There are no additional plan-level measures available that would eliminate the potential for such changes, in light of state requirements for housing and the subjective nature of effects on aesthetic resources. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects on visual character or quality; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

Impact 4.1-4: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area

The GPU would facilitate development that would introduce new sources of light and glare, which would increase overall ambient nighttime light and daytime glare from building materials. Because the GPU includes policies to preserve views of the night sky and minimize light pollution and glare in Truckee, impacts to existing development would be **less than significant**.

Views of the night sky are an important part of the natural environment and contribute to the mountain-town character of Truckee. Sources of light within the Truckee area include street lighting along streets, I-80, and SR 89, and night-time illumination of commercial buildings, shopping centers, and residential development. Light spillage from developed areas outside of the town border including the Reno-Sparks metropolitan area contribute to light pollution within Truckee. Truckee Municipal Code Section 18.30.060 establishes lighting standards and design criteria to minimize light pollution, glare, light trespass, and conserve energy while maintaining nighttime safety, utility, security, and productivity.

The GPU would facilitate development that would increase the ambient nighttime lighting within Truckee. New residential, mixed-use, and other types of development would generate increased lighting and glare, especially within communities where future development would be expected to be concentrated.

Nighttime lighting levels would increase incrementally with future projects in developed areas. New light sources would include new residential developments, street lighting, parking lot lights, and security-related lighting for nonresidential uses. These new light sources could result in adverse effects to adjacent land uses through the "spilling over" of light into these areas and "sky glow" conditions. In addition, implementation of the GPU would result in intensified nighttime lighting levels associated with increased traffic volumes and further residential and commercial development. Daytime glare could be produced by the increase in commercial, industrial, and residential structures, which could reflect sunlight.

Light dissipates with increased distance from the source. By encouraging growth inside of the Town's developed areas instead of in undeveloped open space areas of the town, the GPU would likely reduce potential development, and related new light and glare, in rural areas that have relatively dark nighttime skies. GPU policies and implementation actions would also minimize these impacts. In the updated Community Character Element, Policy CC-

2.1 calls for the Town to preserve views of the night sky as an important natural and scenic resource in Truckee. Policy CC-2.2 requires the Town to implement outdoor lighting standards to minimize light pollution, glare, and light trespass into adjoining properties. Policy CC-2.3 requires the removal, replacement, or retrofit of light fixtures that contribute to light pollution. This policy would be implemented in accordance with the Town's Municipal Code, and would apply to existing nonconforming lighting that is broken or abandoned. Policy CC-2.4 requires sign lighting lumens to be the minimum necessary to provide nighttime visibility. Finally, Policy CC-2.5 requires a photometric study for large-scale commercial development (defined as 10,000 square feet of non-residential use) to ensure proposed projects do not surpass the minimum lumens necessary to provide visibility. In addition, the Town would prohibit development on hillsides, ridges, and bluff lines to limit negative visual impacts due to glare from glazing and lighting (per Policy CC-1.1). New development would also be consistent with the California Energy Commission's Building Energy Efficiency Standards for outdoor lighting that limit the intensity of lights installed in new developments.

Light sources that are directed to illuminate specific areas are less likely to spill over onto other areas. The design of new development would be required to comply with relevant GPU policies and attendant building code requirements. Through incorporation of policies specifically designed to regulate lighting, implementation of the GPU would have a **less-than-significant** impact on light and glare conditions.

Mitigation Measures

No mitigation is required for this impact.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

This section describes existing agricultural resources in the project area and addresses potential issues associated with the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (collectively, Farmland) and Williamson Act land. It also evaluates the potential forestry resource impacts of the proposed project. The existing forestry resource characteristics are described, and the relationship between the proposed project and existing plans and policies are addressed. The potential loss of forestry resources also is addressed.

No comments related to agriculture or forestry resources were submitted in response to the notice of preparation for this EIR.

4.2.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to agriculture or forestry resources are applicable to the GPU.

STATE

California Department of Conservation Farmland Mapping and Monitoring Program

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

California Land Conservation Act of 1965

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

California Public Resources Code

"Forest land" is defined in PRC Section 12220(g) as:

> land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

"Timberland" is defined in PRC Section 4526 as:

> land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.

"Timberland Production Zone" is defined in Government Code Section 51104(g) as:

> an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision

(h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone."

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) enforces the laws that regulate logging on non-federal lands in California. CAL FIRE also provides periodic assessments of forest resources within California as part of the Fire and Resource Assessment Program. The *California's Forests and Rangelands: 2017 Assessment* presents an assessment of the trends, conditions, and degree to which forest and rangeland conversion has occurred. CAL FIRE also maintains the Forest Legacy Program, which is intended to identify and protect environmentally important forestlands that are threatened by conversion of land to non-forest uses by either purchase or through deed restrictions, such as conservation easements.

On October 30, 2015, Governor Brown issued an emergency proclamation and established the California Tree Mortality Task Force (now a working group under the Forest Management Task Force). On September 1, 2017, Governor Brown issued Executive Order B-42-17 to bolster the State's response to unprecedented tree die-off. One goal of the Task Force was to identify and map areas of tree mortality that pose the greatest potential of harm to people and property. These areas, known as High Hazard Zones, are the areas prioritized for tree removal. The Task Force aims to increase the rate of forest treatments and expand state wood product markets through innovation, assistance, and investment. Advancing forest health project capacity, readiness, and completion statewide aligns with the California Forest Carbon Plan, the goal of which is to establish healthy and resilient forests that can withstand and adapt to wildfire, drought, and a changing climate.

Z'Berg-Nejedly Forest Practice Act of 1973

The Z'Berg-Nejedly Forest Practice Act of 1973 (FPA) (PRC Sections 4511-4630.2) established the State Board of Forestry and Fire Protection, whose mandate is to protect and enhance the State's unique forest and wildland resources. This mandate is carried out through enforcement of the California Forest Practice Rules (California Code of Regulations [CCR]), Title 14, Chapters 4, 4.5, and 10). CAL FIRE enforces the laws that regulate logging on non-federal lands in California. Additional rules enacted by the State Board of Forestry and Fire Protection are also enforced to protect forest and wildland resources. The FPA is intended to achieve "maximum sustained production of high-quality timber products… while giving consideration to values relating to recreation, watershed, wildlife, range and forage, fisheries, regional economic vitality, employment and aesthetic enjoyment" (PRC Section 4513[b]). The regulations created by the FPA define factors such as the size and location of harvest areas, include measures to prevent unreasonable damage to residual trees, and address the protection of riparian areas, water courses and lakes, wildlife, and habitat areas.

California Timberland Productivity Act of 1982

The California Timberland Productivity Act of 1982 (California Government Code Sections 51100-51104) identifies the benefits of the State's timberlands and acknowledges the threat of timberland loss via land use conversions. The law identifies policies intended to preserve timberland, including maintaining an optimum amount of timberland, discouraging premature conversion, discouraging expansion of urban land uses into timberlands, and encouraging investments in timberland. The law establishes TPZ on all qualifying timberland, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. The law also provides that timber operations conducted in a manner consistent with forest practice rules (1973 FPA) shall not be or become restricted or prohibited because of any land use in or around the locality of those operations.

California Forest Practice Rules

The California Forest Practice Rules of 2012 define the timber harvest activities that are regulated under Title 14, California Code of Regulations, Chapters 4, 4.5, and 10, and under the FPA, Division 4, Chapter 8, PRC. CAL FIRE is the enforcing agency responsible for ensuring that logging and other forest harvesting activities are conducted in a manner that preserves and protects fish, wildlife, forests, and streams.

Before any harvesting activities occur, landowners must prepare a Timber Harvest Plan (THP), which outlines the timber proposed for harvesting, the methods of harvesting, and the steps that will be taken to prevent damage to the environment. THPs are required to be prepared by Registered Professional Foresters. When a timberland owner proposes to carry out a project that would result in timberland being converted to a non-timber growing use, the owner must secure a Timberland Conversion Permit from CAL FIRE. Projects that would result in the conversion of less than 3 acres of timberland may qualify for an exemption from this provision.

LOCAL

No local plans, policies, regulations, or laws related to agriculture or forestry resources are applicable to the GPU.

4.2.2 Environmental Setting

The following is information summarized from the Existing Conditions Report (Town of Truckee 2019). Truckee is defined by its natural setting and open spaces. Dramatic mountain peaks and ridges surround the town, and its neighborhoods are knit together through the landscape of the Truckee River valley, meadows, and forestlands. No farmland is present in Truckee or in the vicinity. The Resource Conservation/Open Space (RC/OS) land use designation in the 2025 General Plan includes rangeland. Although open space areas with rangeland vegetation could potentially provide grazing resources, there is no active grazing in Truckee. The mountains and ridgelines that surround the town are thickly forested and vegetated at lower elevations and rocky and snow-capped at their peaks. Forested upland areas just within the town limits, define the form of the town and provide transition to the gentler landscape of the Truckee River valley and meadow areas. Forested upland areas are primarily concentrated in the north and west portions of the town and include Alder Hill, areas of south Prosser Lake, Tahoe Donner's upland, and the steep slopes of north of the Interstate 80 corridor. More modest slopes occur at McIver Hill and Hilltop. The majority of the land around Truckee is designated by Nevada County as Forest, with a few areas adjacent to the town limits designated for lower-density residential or commercial uses.

Officially designated United States Forest Service (USFS) wilderness areas are among the most strongly protected open space areas around Truckee, although many other areas have some form of permanently protected status, including lands within the Donner Memorial State Park, designated wildlife areas, and land under the ownership of the Truckee Donner Land Trust. As depicted in Figure 4.2-1, over 1,800 acres of land within the town are under the ownership of USFS. The 2025 General Plan includes a special National Forest (NF) overlay designation for these lands. In the areas with the NF designation that the Town has identified potential for disposal by the USFS, the Town has applied an underlying designation to express the Town's intent for future land uses should they enter private ownership.

Forest resources not owned by USFS are designated Resource Conservation/Open Space (RC/OS) in the 2025 General Plan, which includes forest and rangeland. In addition, forest land is part of the Town's Open Space District zoning. Open space areas that could potentially provide grazing and forestry resources generally coincide with rangeland vegetation areas and forest land, respectively. Despite the potential for these uses, there is no active grazing taking place in Truckee today, and no commercial forestry, although some timber harvesting for forest management does occur.

In addition, to the designated Open Space areas within the Town, as shown in Figure 4.4-3 and discussed in the Section 4.4, "Biological Resources," a large portion of Truckee, nearly 4,500 acres, is composed of relatively undisturbed natural land cover types, including tree-dominated land cover, such as east side pine, Sierran mixed conifer, and white fir; montane riparian, which is often associated with sources of water; shrub-dominated land cover, such as montane chaparral; and herbaceous-dominated land cover, such as perennial grassland.

4.2.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could affect forestry resources.

For the purpose of this evaluation "forest land" is defined consistent with PRC Section 12220(g) as land that can support 10 percent native tree cover under natural conditions and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Forested land currently designated Resource Conservation/Open Space (RC/OS) in the 2025 General Plan is assumed to meet this criterion. The existing land cover depicted in Figure 4.4-2 was reviewed and compared against the proposed land use designations and areas of anticipated future development.

In determining the level of significance, the analysis assumes that the project would comply with relevant federal, state, and local laws, regulations, and ordinances.

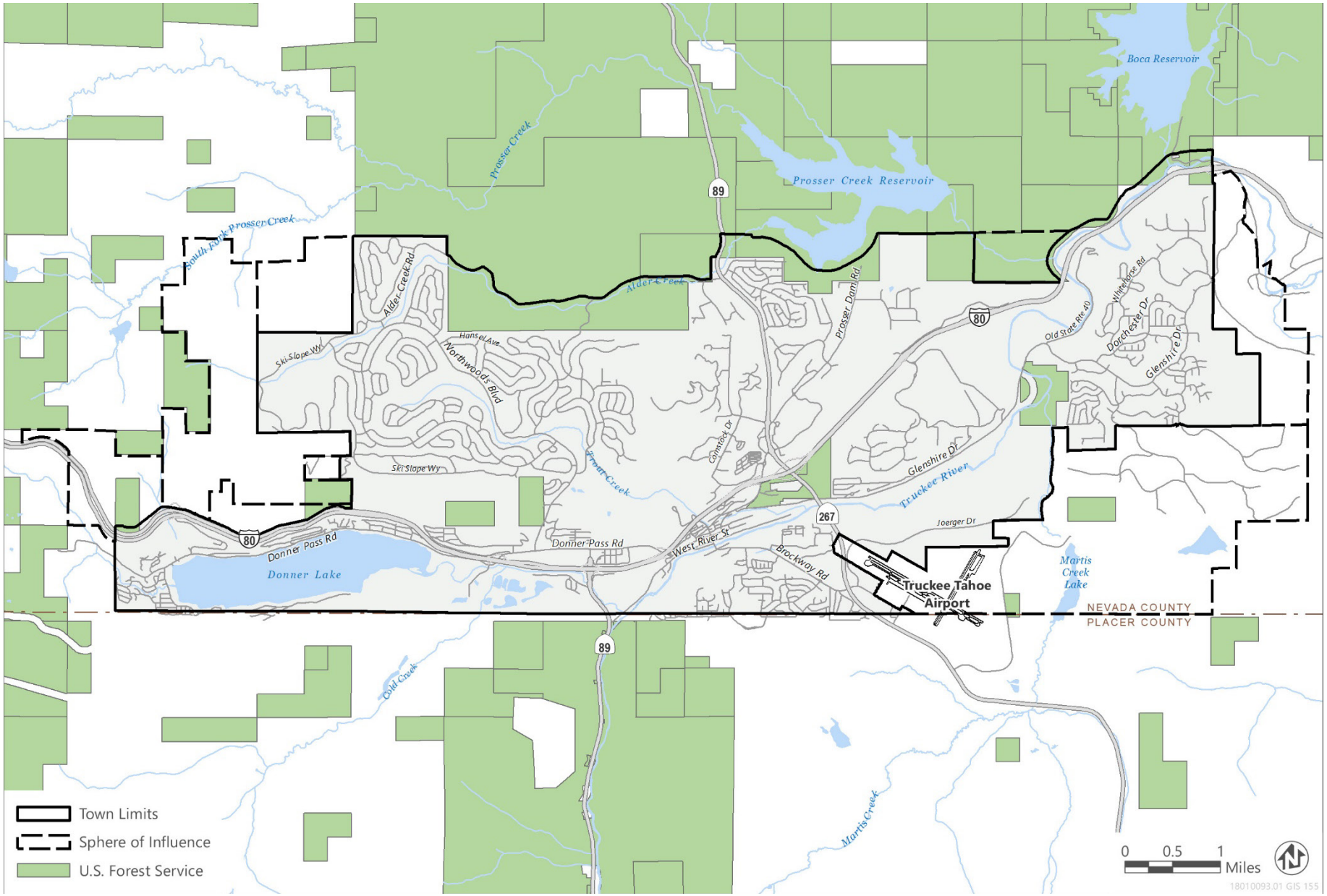
THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on agriculture or forestry resources if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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;
- conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 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));
- result in the loss of forest land or conversion of forest land to non-forest use; or
- 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.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to forestry resources. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.



Source: Data received from Town of Truckee in 2018 and USFS in 2021; adapted by Ascent in 2022

Figure 4.2-1 US Forest Service Lands

Conservation and Open Space Element

GOAL COS-6: Forestry Resources. Protect and restore areas previously used for timber harvesting to improve forest health, recreational, scenic, and biological values.

- **Policy COS-6.1: Preservation of Forest and Rangeland.** Work closely with the US Forest Service and private property owners to ensure that forestland within and adjacent to the town are preserved, to the extent feasible, for continued managed resource, recreation, scenic, or biological resource open space uses.
- **Policy COS-6.2: Coordination of Review with the California Department of Forestry and Fire Protection.** Coordinate with the California Department of Forestry and Fire Protection in the review of all timber harvesting and conversion plans relative to potential impacts on visual, biological, and recreational resources.
- **Policy COS-6.3: Buffering of Residential Uses from Adjacent Forestry Resources.** Require a buffer between timber harvesting operations and residential uses to minimize conflicts.
- **Policy COS-6.4: Opposition to Clear Cutting.** Oppose commercial timber harvesting that involves clear cutting in Truckee and in visually and biologically sensitive areas of the Planning Area.

DOWNTOWN TRUCKEE PLAN

Policies

There are no policies from the Downtown Truckee Plan that specifically address agriculture or forestry resources.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following questions from the environmental checklist in Appendix G of the CEQA Guidelines have been scoped out from further analysis in this draft EIR:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as Shown on the Maps Prepared pursuant to the FMMP of the California Resources Agency, to Non-Agricultural Use
- Conflict with Existing Zoning for Agricultural Use, or a Williamson Act Contract

There is no Farmland (as defined by the DOC and mapped in the FMMP) in Truckee. Therefore, implementing the project would not convert farmland to non-agricultural use. Potential conversion of farmland is not evaluated further.

The policy area does not include and is not adjacent to farmland or land associated with a Williamson Act contract. Therefore, implementing the project would not conflict with zoning for agricultural use or a Williamson Act contract. Potential conflict with existing zoning for agricultural use or a Williamson Act contract is not evaluated further.

Conflict with Existing Zoning for Forest Land, Timberland, or Timberland Zoned Timberland Production

Based on existing land cover mapping (Figure 4.4-2), there is a substantial amount forested land within the town. However, the town has not zoned any part of the planning area as Forest Land or Timberland. Therefore, implementation of the GPU would not conflict with the existing zoning in the town for forest land or timberland. There are areas adjacent to the town within the County of Nevada that are designated and zoned for Forest. These areas are adjacent to areas designated for open space in the proposed GPU, within plan areas that would not be amended by the project, and west of Donner Lake.

The proposed GPU would designate the northwestern portion area around Donner Lake and along I-80 for rural residential and portions directly adjacent to the lake as very low-density residential uses (see Figure 3-4 in Chapter 3, "Project Description," of this EIR). This would allow for an increase in the allowable density of residential development

compared to existing conditions. The area of unincorporated Nevada County west of Donner Lake and associated with the I-80 corridor includes various land designations, including Forest, Planned Development, and Rural Residential. The designation of residential uses within the town limits would not conflict with zoning designations in the adjacent, unincorporated county. Therefore, the project would not cause rezoning of Forest Land, Timberland, or Timberland zoned Timberland Production. Potential conflicts with existing forest land or timberland zoning are not evaluated further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.2-1: Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest Use

Implementation of the GPU would not convert any land designated as Open Space that includes forest land. However, future development allowed under the GPU would result in the development of rural residential uses within areas that have tree cover, which would result in the removal of trees. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. Therefore, the project's forest resources impact is considered **less than significant**.

As discussed above, a portion of the town is designated as Resource Conservation and Open Space, which includes the forest lands within the town. The GPU does not propose to change any of the existing designated Resource Conversation and Open Space areas. In addition, the Town does not have jurisdiction over any of the areas of the town owned by the USFS and these areas would not change as part of the GPU. Therefore, the proposed GPU would not result in the loss or conversion of forest land within the town.

Based on the land cover, a large portion of the town, nearly 4,500 acres, is covered by trees. There are a few large areas designated for rural residential at 10 acres per dwelling unit that could be developed as part of the GPU. Future development may require the removal of existing trees. In compliance with existing state regulations, which require the protection of forestland and encourage forest management through harvesting, the Town would conduct timber harvesting for forest management to protect the forested areas within the town.

Furthermore, the GPU includes Policies COS-6.1, COS-6.2, COS-6.3, and COS-6.4 that are focused on protecting forest resources. Specifically, COS-6.1 requires that private property owners work closely with USFS to ensure that forest or rangeland areas are preserved. Policy COS-6.2 requires coordination with CAL FIRE to review plans and any potential conversions. Policy COS-6.3 requires buffering for residential uses to minimize conflicts with timber harvesting and Policy COS-6.4 opposes timber harvesting that involves clear cutting of trees within the town. Because land cover would be maintained in compliance with CAL FIRE regulations and the GPU policies (COS-6.1, COS-6.2, COS-6.3, and COS-6.4 identified above) that are protective of the environment and these areas are not currently identified for management of forest resources (including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits), this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.2-2: 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

Implementation of the GPU would not convert any land designated as Open Space that includes forest land. However, future development allowed under the GPU would result in the development of rural residential uses within areas that have tree cover, which would result in the removal of trees. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. Therefore, the project's forest resources impact is considered **less than significant**.

The project would not directly result in physical changes to the environment. Rather, the GPU and Downtown Truckee Plan set the planning framework for future projects. As discussed above, a portion of the town is designated as Resource Conservation and Open Space, which includes the forest lands within the town. The GPU does not propose to change any of the area currently designated Resource Conversation and Open Space areas. The GPU would not convert any land designated for forest lands. Further, there is no Farmland in the town. Therefore, no conversion to non-agricultural use would occur.

Furthermore, the GPU includes Policies COS-6.1, COS-6.2, COS-6.3, and COS-6.4 that are focused on protecting forest resources. Specifically, COS-6.1 requires that private property owners work closely with USFS to ensure that forest or rangeland areas are preserved. Policy COS-6.2 requires coordination with CAL FIRE to review plans and any potential conversions.

Although future development has the potential to remove trees within the town, compliance with existing regulations and the implementation of the proposed GPU policies aimed to protect forest resources would result in a **less-than-significant** impact.

Mitigation Measures

No mitigation is required for this impact.

4.3 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential construction and operational air quality impacts caused by proposed development of the project. Mitigation is developed as necessary to reduce significant air quality impacts to the extent feasible.

Comments received in response to the notice of preparation for this EIR were related to the potential effects of toxic air contaminates from roadways on potential residential development near roadways.

4.3.1 Regulatory Setting

Air quality within the Town of Truckee is regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Northern Sierra Air Quality Management District (NSAQMD). Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, State and local regulations may be more stringent.

FEDERAL

U.S. Environmental Protection Agency

EPA has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), enacted in 1970. Congress made the most recent major amendments to the CAA in 1990.

<u>Criteria Air Pollutants</u>

The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for six common air pollutants found all over the U.S., referred to as criteria air pollutants. EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. Criteria air pollutants are compounds that, at certain concentrations, can cause harm to human and animal health and the environment. Extensive scientific and economic research has been conducted to evaluate the specific concentrations where these pollutants may cause harm to health and environment and are reflected in EPA's NAAQS, which are shown in Table 4.3-1.

The primary standards protect public health and the secondary standards protect public welfare. The CAA also required each state to prepare a State Implementation Plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. California's SIP is updated periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, EPA may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Table 4.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016.

The National Highway Traffic Safety Administration (NHTSA) and EPA set the Corporate Average Fuel Economy Standards (CAFE) standards to improve the average fuel economy and reduce greenhouse gas (GHG) emissions generated by cars and light duty trucks. NHTSA and EPA adopted a rule in 2019 for the current fuel efficiency standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026 by maintaining the current model year 2020 standards through 2026 (Safer Affordable Fuel-Efficient [SAFE] Vehicles Rule). NHTSA and EPA also issued a regulation revoking California's CAA waiver, which allows California to set its own emissions standards, asserting that the waiver was preempted by federal law (SAFE Rule Part One, 84 *Federal Register* 51310, September 27, 2019). California, 22 other states, the District of Columbia, and two cities have filed suit against the SAFE Rule Part One (*California et al. v. United States Department of Transportation et al.*, 1:19-cv-02826, U.S. District Court for the District of Columbia). The lawsuit requests a "permanent injunction prohibiting Defendants from implementing or relying on the Preemption Regulation," but does not stay its implementation during legal proceedings. Part One of the SAFE Vehicles Rule went into effect on November 26, 2019. However, on April 26, 2021, EPA announced plans to reconsider Part One of the SAFE Rule as directed in Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis" (discussed below). Public comments to the Notice of Reconsideration ended on June 6, 2021, and EPA held a public hearing on June 22, 2021 (EPA 2021). Nevertheless, at the time this Draft EIR was prepared, the SAFE Rule Part One is in place and it is unclear whether, to what degree, and when the SAFE Rule Part One may be revoked by EPA. As such, the transportation emissions estimated herein reflect compliance with the SAFE Rule Part One as it exists in October 2021 using CARB-developed adjusted emissions factors.

SAFE Rule Part Two was finalized on March 31, 2020 and went into effect on June 29, 2020. Part Two of the SAFE Rule sets the CAFE standards to increase in stringency by 1.5 percent per year above Model Year (MYs) 2020 levels for MYs 2021–2026. These standards are lower than the previous CAFE standards which required that MYs 2021–2026 increase in stringency by 5 percent per year. The current federal administration has also stated its intent to revisit the current CAFE standards.

EPA has established a number of emission standards for on- and off-road heavy-duty diesel engines used in trucks and other equipment. This was done in part because diesel engines are a significant source of oxides of nitrogen (NO_X), PM_{10}, and $PM_{2.5}$, and because the EPA has identified diesel particulate matter as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce particulate matter and NO_X emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards (EPA 2001).

In concert with the diesel engine emission standards, EPA regulations have also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from about 3,000 ppmw to 15 ppmw). The low sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel is currently required for use by all vehicles in the U.S. All the aforementioned federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

Toxic Air Contaminants/Hazardous Air Pollutants

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects

such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, which is known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 CAA and the regulations are published in 40 CFR Parts 61 and 63.

STATE

California Air Resources Board

CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish the California Ambient Air Quality Standards (CAAQS) (Table 4.3-1).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to attain and maintain the CAAQS by the earliest date practical. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources. The CCCA also provides air districts with the authority to regulate indirect sources, such as vehicle movement and residential, commercial, and industrial development.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. Most recently, particulate matter exhaust from diesel engines (diesel PM) was added to CARB's list of TACs in 1998.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-

butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan, it is expected that diesel PM concentrations will be 85 percent less in 2020 in comparison to year 2000 (CARB 2000). Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

Recommended Setback Distances from Sources of Air Toxics

CARB research substantiates the health risks to sensitive populations from exposure to high levels of TACs. CARB recommends local jurisdictions adopt land use policies to separate sensitive land uses a minimum of 500 to 1,000 feet from air toxic sources (CARB 2005). CARB's recommendations for siting new sensitive land uses for both mobile and stationary sources of air toxics is presented in Table 4.3-2 and published in "Air Quality and Land Use Handbook: A Community Health Perspective." The recommended setback distances in Table 4.3-2 are advisory and should not be interpreted as defined "buffer zones." CARB recognizes the opportunity for more detailed site-specific analyses and that land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues (CARB 2005).

Table 4.3-2 Recommendations for Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet from a freeway or urban road with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet. Avoid location new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet. Within 1 mile, consider siting limitation and mitigation approaches.
Ports	Avoid siting new sensitive land uses immediately downwind. Consult local air district.
Refineries	Avoid siting new sensitive land uses immediately downwind. Consult local air district.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 to 500 feet.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet.

Source: CARB 2005.

In April 2017, CARB released a Technical Advisory to the Air Quality and Land Use Handbook titled "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways." The Technical Advisory includes strategies that can be implemented by planners and stakeholders to reduce exposure to mobile-source emissions at development sites. Such strategies include, but are not limited to, speed reduction mechanisms, traffic signal management, urban design features that reduce air pollutant concentrations (e.g., vegetation), and indoor filtration systems (CARB 2017a).

REGIONAL

Northern Sierra Air Quality Management District

The Northern Sierra Air Quality Management District (NSAQMD), the lead air quality regulatory agency for Nevada County including the town of Truckee, is charged with maintaining air quality conditions through comprehensive programs of planning, regulations, enforcement, technical innovation incentive programs, and promotion of the understanding of air quality issues. NSAQMD also inspects stationary sources to ensure that such sources abide by permit requirements, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required under the CAA and CCAA.

In 2017, NSAQMD released the "Portola Fine Particulate Matter Attainment Plan" to address the nonattainment status of Plumas County, which NSAQMD oversees; however, NSAQMD has not released an air quality plan to address the nonattainment status of Nevada County for ozone or PM_{10}.

Criteria Air Pollutants

NSAQMD provides regulations and rules to CARB that regulate emissions from construction activities and stationary sources (CARB 2017b. Regulations and rules pertaining to construction and land development are listed below:

- Regulation II: Prohibitions. Provides general and source-specific regulations. Examples of pertinent rules included under this regulation are listed below.
  - Rule 202: Visible Emissions. Prohibits persons from discharging any air contaminant for a period or periods aggregating more than three minutes in any one hour that is (1) dark or darker in shade as compared to Number 1 on the Ringlemann Chart or (2) have opacity such that an observer's view would be obstructed.
  - Rule 205: Nuisance. Prohibits discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. This rule does not apply to odors emanating from agriculture operations.
  - Rule 207: Particulate Matter. Sets limits for discharging particulate matter of no more than 0.1 grains per cubic foot of dry exhaust gas at standard conditions.
  - Rule 209: Fossil Fuel-Steam Generator Facility. Prohibits building, erecting, installing, or expanding any fossil fuel fired stream generating facilities in exceedance of 200 pound per hour of sulfur compounds, 140 pounds per hours of oxides of nitrogen, and 10 pounds per hours of combustion contaminants.
  - Rule 210: Specific Contaminants. Sets limits on discharge of sulfur dioxide and carbon dioxide.
  - Rule 226: Dust Control. Reduces and controls fugitive dust emissions to the atmosphere from the demolition of buildings, construction, mining, processing of bulk materials, and operation of machines, equipment, unpaved parking facilities, livestock arenas, feed lots, and raceways.
  - Rule 228: Surface Coating of Metal Parts and Products. Sets limits for volatile organic compounds in architectural coatings.
- Regulation III: Open Burning. Provides definitions and specifics regarding what is allowable and unallowable burning practices. Examples of pertinent rules included under this regulation are listed below:
  - Rule 302: Prohibited Open Burning. Prohibits the burning of treated wood, tires, tar, plastics (except polyethylene sheeting), petroleum wastes, demolition debris, garbage, offal, carcasses of dead animals, or salvage of metal.
  - Rule 303: Allowed Open Burning. Outlines exceptions to Rule 302 (i.e., Rule 304, Rule 305, Rule 306, Rule 307, Rule 308, Rule 309, Rule 310, Rule 311, Rule 317, and Health and Safety Code Section 41804.5).
- Regulation IV: Authority to Construct Regulations. Specifies the requirements for authorities for operation and construction and new source review permits. Examples of pertinent rules included under this regulation are listed below:
  - Rule 401: Permit Required. Specifies that any person building, altering, or replacing any source of air contaminants shall obtain a permit of the criteria defined by Rule 404.
  - Rule 407: Pollutant Modeling. Defines appropriate modeling procedure for determining air quality impacts of emissions from new and existing facilities and modifications.
  - Rule 418: Attainment Pollutant Control Technology. Specifies that facilities must apply best available control technology (BACT) to reduce emissions of pollutants and precursors.
  - Rule 423: Power Plants. Specifies requirements for power plants operating within the Town.

- **Rule 428: New Source Review Requirements for New and Modifies Major Sources in Federally designated Nonattainment Areas.** Specifies the New Source Review provisions that are applicable to new, replacements, modified, or relocated emissions units in areas under the purview of NSAQMD.

Toxic Air Contaminants/Hazardous Air Pollutants

At the regional or local level, air pollution control or management districts may adopt and enforce CARB-recommended control measures. NSAQMD Regulative IV, Rule 418 requires the use of BACT when necessary. Regulation IV, Rule 249 specifies New Source Review provisions as they apply to new, replacements, modified, or relocated emissions units. Sources of fugitive dust are regulated under NSAQMD Regulation II, Rule 226 ("Dust Control").

Odors

NSAQMD developed Rule 205 ("Nuisance") to place limitations on "the discharge from any source whatsoever such quantifies of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons, or to the public, or which endanger the comfort, repose, health or safety of any such persons, or the public, or which cause to have a natural tendency to cause injury or damage to business or property." Odiferous emissions would be captured under Rule 205.

The NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects does not have qualitative or quantitative guidance for identifying and mitigating potential odor impacts (NSAQMD 2009).

NSAQMD Guidelines for Assessing and Mitigating Air Quality of Land Use Projects

The NSAQMD Guidelines for Assessing and Mitigating Air Quality of Land Use Projects (Guidelines) is an advisory document that provides lead agencies, consultants, and project applicants with a framework and methodologies for preparing air quality evaluations in environmental documents. The Guidelines, adopted in 2009, are applicable to land use projects within the town of Truckee. NSAQMD recommends a three-tiered approach to evaluating whether a project is required to evaluate air quality impacts in an environmental impact report.

NSAQMD, "has developed a tiered approach to significance levels: a project with emissions meeting Level A thresholds will require the most basic mitigations; projects with projected emissions in the Level B range will require more extensive mitigations; and those projects which exceed Level C thresholds will require the most extensive mitigations" (NSAQMD 2009: 9). Level A Thresholds are defined as emissions within the range of 0–24 pounds per day [lb/day] of NO_X and reactive organic gases (ROG), and 79 lb/day of PM_{10}; Level B Thresholds would be within the range of 24–136 lb/day of NO_X and ROG, and 79 to 136 lb/day of PM_{10}; and Level C Thresholds are defined as emissions levels above 136 lb/day of NO_X and ROG, and above 136 lb/day of PM_{10}. In its guidance, NSAQMD states that "NOx, ROG and PM_{10} emissions must be mitigated to a level below significant. If emissions for NOx, ROG and PM_{10} exceeds 136 pounds per day (Level C), then there is a significant impact; below Level C is potentially significant" (NSAQMD 2009: 9). Based on NSAQMD guidance to reduce emissions to below significant, projects within the ranges of Level A, Level B, or Level C would be potentially significant (i.e., greater than zero) and would require mitigation based on emissions level classification.

NSAQMD typically requests that a lead agency review a suggested list of mitigations for both short-term and long-term emission sources. This list is not all-inclusive and may be revised by the lead agency. During the CEQA review process, NSAQMD may recommend (or the applicant may propose) additional, project-specific mitigation measures. The lead agency should contact the NSAQMD office to discuss the mitigations before the lead agency commits to a final mitigation plan for each project.

If a new project is unable to provide adequate on-site mitigation of their long-term air quality impacts, an off-site mitigation program may be necessary. Projects emitting high levels of pollutants (as determined by NSAQMD) may be required to implement all feasible on-site mitigation measures and participate in an offsite mitigation program to reduce emissions (NSAQMD 2009).

NSAQMD does not have a threshold of significance for $PM_{2.5}$ emissions (NSAQMD 2009). NSAQMD also does not provide guidance for evaluating TAC impacts (NSAQMD 2009).

LOCAL

Town of Truckee Particulate Matter Air Quality Management Plan

The Town of Truckee prepared the local *Particulate Matter Air Quality Management Plan* (Plan) in 1999 in response to high concentrations of PM_{10} and $PM_{2.5}$ within the town. The Plan is not a comprehensive air quality management plan for the Truckee region; however, the Plan serves as a mechanism for the Town to implement local PM reduction control strategies to further the town, and Nevada County, towards meeting the CAAQS for PM (Town of Truckee 1999). According to the *2009 Annual Report Particulate Matter Air Quality*, concentrations of $PM_{2.5}$ and PM_{10} in the town have dramatically decreased since 1993 due to reductions in PM emissions associated with woodburning appliances (Town of Truckee 2009).

4.3.2 Environmental Setting

Air quality conditions and pollutant concentrations found in Truckee result from the combination of pollutant emissions and meteorological conditions. Air pollutant emissions generated in Truckee affect both residents of Truckee and those downwind. Likewise, emissions generated upwind of the town can affect town residents. Short-term changes in air pollutant concentrations are mostly determined by changes in meteorology; however, long-term trends are primarily affected by rates of air pollutant emissions.

TOPOGRAPHY, CLIMATE, AND ATMOSPHERIC CONDITIONS

Truckee is located in the Mountain Counties Air Basin (MCAB), which encompasses all of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa Counties, as well as the middle portion of Placer County and the western portion of El Dorado County. The town historically experiences mild summers characterized by clear skies with warm daytime temperatures and cool nights. Cold temperatures coupled with changeable weather conditions characterize winters. Most precipitation occurs during the months of November through April in the form of snow.

Based on a 112-year period from 1904 to 2016, average maximum temperatures are 39.2 degrees Fahrenheit (°F) and 82.3°F for January and July, respectively. Average minimum temperatures for January and July are 14.6°F and 41.7°F, respectively. Average total snowfall is 201.8 inches and average precipitation (i.e., rain) is 30.15 inches totaling 231.95 inches per year (WRCC 2016). The prevailing wind direction comes from the south (WRCC 2002).

EXISTING SOURCES OF CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. A description of key criteria air pollutants in the MCAB and their potential impacts on human health is provided below. Emission source types and health effects are summarized in Table 4.3-3. Nevada County's attainment status for the CAAQS and the NAAQS are shown in Table 4.3-4.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_X in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. The formation of ozone from the oxidation of ROG and NO_X is a complex interaction and is reliant on various functions and conditions.

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include restriction of lung function and possibility of permanent lung impairment (CARB 2020) Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Emissions of

ROG and NO_X decreased from 2000 to 2010 and are projected to continue decreasing from 2010 to 2035 (CARB 2013).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide, which reacts through oxidation in the atmosphere to form NO_2. The combined emissions a family of seven compounds are referred to as NO_X and are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2012).

Table 4.3-3 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

[1] Acute health effects refer to immediate illnesses caused by short-term exposures to criteria air pollutants at fairly high concentrations. An example of an acute health effect includes fatality resulting from short-term exposure to carbon monoxide levels in excess of 1,200 parts per million.

[2] Chronic health effects refer to cumulative effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations. An example of a chronic health effect includes the development of cancer from prolonged exposure to particulate matter at concentrations above the national ambient air quality standards.

Sources: CARB 2021.

Acute health effects of exposure to NO_X includes coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis, or pulmonary edema, breathing abnormalities, cyanosis, chest pain, rapid heartbeat, and death. Chronic health effects include chronic bronchitis and decreased lung function (CARB 2021).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). Fine particulate matter ($PM_{2.5}$) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SJVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Emissions of $PM_{2.5}$ in the SJVAB are dominated by the same sources as emissions of PM_{10} (CARB 2013). Additionally, emissions of $PM_{2.5}$ are heavily influenced from the secondary sources such as nitrates, sulfates, and organic compounds from combustion processes including biomass burning, soil and road dust, livestock operations, and use of aerosols (Behera and Sharma 2010). While primary $PM_{2.5}$ is from direct emissions, secondary $PM_{2.5}$ is formed in the atmosphere through photochemical reactions, condensation, and other atmospheric processes.

A number of adverse health impacts have been associated with exposure to both $PM_{2.5}$ and PM_{10} (CARB 2021). Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits. For $PM_{2.5}$, short-term exposures (up to 24 hours in duration) have been associated with premature mortality, increased hospital admissions for heart or lung cases, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the U.S. and worldwide. Long-term (months to years) exposure to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.

Table 4.3-4 Attainment Status Designations for Nevada County

Pollutant	California Designation	National Designation
Ozone	Nonattainment	Nonattainment
PM^{10}	Nonattainment	Unclassified
$PM^{2.5}$	Unclassified	Unclassified/Attainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Lead	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Sulfates	Attainment	No National Standard
Hydrogen Sulfide	Unclassified	No National Standard
Visibility Reducing Particles	Unclassified	No National Standard

Sources: CARB 2020, EPA 2022.

Nevada County Attainment Status

As described above, EPA and CARB adopted the NAAQS and CAAQS to regulate air quality within air basins in the state and nation. Both agencies make determinations about the status of each air basin relative to these standards, known as attainment designations. The purpose of these designations is to identify those areas with area pollution problems and initiate planning efforts for improvement. The three basic designation categories are "nonattainment," "attainment," and "unclassified." Nonattainment areas are areas that do not meet the NAAQS or CAAQS, whereas attainment areas meet the NAAQS and CAAQS. "Unclassified" is a term used for areas that cannot be classified as attainment or nonattainment due to insufficient available data.

Attainment, nonattainment, or unclassified status is determined for air basins and counties. Truckee is located in Nevada County within the MCAB. The most current NAAQS and CAAQS designations for Nevada County are presented in Table 4.3-4 for each pollutant.

TOXIC AIR CONTAMINANTS

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. These estimates can be used as a surrogate for diesel PM where information specific to diesel PM is limited due to its highly dispersive character. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013). The Town of Truckee includes several sources of TACs including gas stations, manufacturing facilities, and diesel emissions from truck activity within the Town.

ODORS

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

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

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. There are thousands of these receptors interspersed throughout the town.

4.3.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

Regional and local criteria air pollutant emissions and associated impacts, as well as impacts from TACs, CO concentrations, and odors were assessed in accordance with NSAQMD-recommended methodologies. The project's emissions are compared to NSAQMD-adopted thresholds, as discussed further below.

Construction and operational emissions of criteria air pollutants and precursors were estimated based on the net change in land uses and associated growth forecasts between 2018 baseline conditions and buildout of the proposed project's development plan. Construction emissions account for estimated changes in acreage of on-site and off-site improvements. Construction activities would occur throughout the horizon of the project (i.e., 2040), and buildout is expected to extend into the decades that follow. To determine the greatest potential for construction emissions, development was scaled and modeled under a worst-case construction scenario (i.e., overlapping construction activities are occurring within the planning area) to provide a conservative estimate for the year 2023. The year 2023 was used because it would be the first year of GPU implementation and emissions of criteria air pollutants from common construction practices are expected to gradually decrease as regulation and technology improvements result in more efficient and cleaner engines.

Both construction and operation emissions of criteria air pollutants were calculated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 computer program, as recommended by NSAQMD. Modeling was based on project-specific information (e.g., size, area to be graded, area to be paved) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use type.

Operational emissions from energy consumption, area source emissions, and transportation activity were estimated for the project's horizon year 2040 based on population and household projections (see Table 3-3 in Chapter 3, "Project Description") and compared to baseline emissions (2018). Annual vehicle miles traveled (VMT) was derived using the traffic study prepared for the project using a multiplier to account for seasonal changes in peak daily VMT. Notably, development would continue to operate in the years following 2040; however, as the horizon year used for the project, 2040 comprises the operational year used in this analysis.

Specific model assumptions and inputs for these calculations can be found in Appendix B.

CO impacts were assessed qualitatively, using the results from the project-specific traffic study. NSAQMD does not have a threshold for evaluating the significance of a TAC impact; however, several air districts throughout the state including SMAQMD, the Placer County Air Quality Management District, El Dorado County Air Quality Management District, Bay Area Air Quality Management District, and South Coast Air Quality Management District have consistent adopted thresholds of significance. Nearby SMAQMD's threshold was selected for this analysis. The level of health risk from exposure to construction- and operation-related TAC emissions was assessed qualitatively given the programmatic nature of this analysis. It is foreseeable that new sources of TACs could be introduced within the timescale of the project; however, these sources would be beholden to relevant permitting and would conduct future project-level analysis to quantitatively assess TAC impacts.

Impacts related to odors were also assessed qualitatively, based on proposed construction activities, equipment types and duration of use, overall construction schedule, and distance to nearby sensitive receptors.

THRESHOLDS OF SIGNIFICANCE

The project's thresholds of significance are based upon the environmental checklist in Appendix G of the CEQA Guidelines. The Appendix G thresholds reference regional air quality plans and rely on local standards to determine cumulatively considerable increases in criteria air pollutants, TACs, and odors. NSAQMD has developed a tiered approach to determine the significance of air quality impacts (Table 14.3-5). NSAQMD's thresholds of significance,

developed pursuant to Section 15382 and Appendix G of the CEQA Guidelines, are established in the *Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects* (NSAQMD 2009).

Table 4.3-5 NSAQMD Thresholds of Significance

Year	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	Typical Mitigation
NSAQMD's Level A Range	0–24	0–24	0–79	Construction: use alternatives to open burning and use grid power Public Transit: design streets to maximize access to transit stops
NSAQMD's Level B Range	24–136	24–136	79–136	Construction: use alternatives to open burning, use grid power, provide temporary traffic control, schedule construction in off-peak hours, and limit wood-burning appliances Public Transit: design streets to maximize access to transit stops Traffic Emissions: provide pedestrian access Land Use Emissions: provide high density, mixed-use development with recreational opportunities
NSAQMD's Level C Threshold	>136	>136	>136	Construction: use alternatives to open burning, use grid power, provide temporary traffic control, schedule construction in off-peak hours, limit wood-burning appliances, construct aprons onto paved roads, install wheel washers, require off-road diesel equipment to meet Tier 1 emissions standards, and require green waste service Public Transit: design streets to maximize access to transit stops, provide onsite infrastructure, and contribute to regional transit system Traffic Emissions: contribute to traffic flow and bicycle infrastructure improvements Land Use Emissions: provide high density, mixed-use development with recreational opportunities

Notes: ROG = reactive organic gases, NO_X = oxides of nitrogen, PM_{10} = respirable particulate matter

Source: NSAQMD 2009.

The guidance suggests that a project with emissions meeting Level A thresholds would require the most basic mitigation measures, projects with projected emissions in the Level B range would require more extensive mitigation measures, and project with emissions exceed Level C thresholds would require the most extensive mitigation measures. Projects within the Level A and Level B ranges are considered potentially significant in the NSAQMD guidance and may be reduced to a less-than-significant level with the incorporation of NSAQMD-developed measures to address emissions for each level. The guidelines specifically state:

> These thresholds are recommended for use by lead agencies when preparing Initial Studies. If, during the preparation of the Initial Study, the lead agency finds that any of the following thresholds may be exceeded and cannot be mitigated down to Level B, then a determination of significant air quality impact must be made and an EIR is required.

Therefore, typical projects that reduce emissions to Level B (i.e., below 136 lb/day) would not result in a significant impact.

According to the thresholds included in the environmental checklist in Appendix G of the CEQA Guidelines, NSAQMD guidance, and thresholds adopted by SMAQMD, a project would have a significant air quality impact if implementing it would:

- conflict with or obstruct implementation of the applicable air quality plan,

- 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.
  For these first two Appendix G thresholds, based on the NSAQMD guidance that recommends requirements for all projects, as described above, a project would result in a significant impact if it would:
  - generate construction-related emissions of ROG, NO_X, and PM_{10} within the A and B ranges established by NSAQMD (i.e., A = 0-24 lb/day and B = 24-136 lb/day for ROG and NOx; A = 0-79 lb/day and B = 79-136 lb/day for PM_{10}) but does not implement all mitigation measures identified by NSAQMD for each category (or demonstrably equally or more effective mitigation), or generate construction-related emissions in excess of 136 lb/day (i.e., NSAQMD category C) for ROG, NO_X, and PM_{10};
  - generate operation-related emissions of ROG, NO_X, and PM_{10} within the A and B ranges established by NSAQMD (i.e., A = 0-24 lb/day and B = 24-136 lb/day for ROG and NOx; A = 0-79 lb/day and B = 79-136 lb/day for PM_{10}) but does not implement all mitigation measures identified by NSAQMD for each category (or demonstrably equally or more effective mitigation), or generate construction-related emissions in excess of 136 lb/day (i.e., NSAQMD category C) for ROG, NO_X, and PM_{10}; or
  - result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm;
- expose sensitive receptors to substantial pollutant concentrations,
  Because NSAQMD does not have a threshold for evaluating the significance of a TAC impact, SMAQMD's threshold will be used. The following standards apply:
  - expose sensitive receptors to a substantial incremental increase in TAC emissions that exceed 10 in one million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater; or
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to air pollution. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-4: Industrial Uses. Support a strong, diverse, four-season economy by maintaining a robust industrial and maker base that provides jobs for residents and is compatible with surrounding uses.

- **Policy LU-4.4: Industrial Buffering and Screening.** Require buffering, screening, setbacks, and other measures for new and expanded industrial uses in areas visible to the public right-of-way and adjacent to residential neighborhoods to minimize impacts and compatibility conflicts, with particular attention to minimizing impacts on disadvantaged populations.
- **Action LU-4.B: Industrial Development Standards Amendment.** Review and revise the Development Code buffering, screening, and setback standards for industrial uses.

Mobility Element

GOAL M-1: Reduction in Auto Dependency. Reduce automobile dependency to reduce impacts on the town's roadway system, lessen the need for new or expanded road facilities, and decrease vehicle emissions.

- **Policy M-1.1: Integration of Land Use and Climate Action Planning and Decisions**. During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive

strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.

- Policy M-1.2: Transportation Demand Management Measures. Support community partners, including existing and future businesses and public and nonprofit employers, in expanding the use of transportation demand management (TDM) measures including discounts, rewards, and parking cash-out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working.
- Policy M-1.4: Transportation Innovation. Promote transportation innovation and encourage transportation network companies to reduce greenhouse gases through improved technology, curb space management, and micromobility alternatives.
- Action M-1.A: Transportation Demand Management Program. Develop an employee threshold (e.g., more than 50 employees) above which transportation demand management measures would be required for new nonresidential development projects and develop a context-appropriate "toolbox" of TDM measures to be used as project requirements for such projects. Conduct preliminary outreach with large employers to identify the most appropriate and effective TDM measures for Truckee businesses and their employees informed by work schedules and place of residence. TDM measures could include, but are not limited to:
  - parking discounts, rewards, and cash-out or time-off incentive programs;
  - unbundled parking strategies or shared parking agreements;
  - long-term bicycle parking, on-site lockers, and showers;
  - flexible, staggered, and/or coordinated work schedules and telework programs;
  - subsidized transit passes, a vanpool program;
  - ridesharing/ride-matching services, guaranteed ride home program; or
  - designated employee transportation coordinator.

  Work with existing and future businesses, the Tahoe Truckee Unified School District, and major public and nonprofit employers (e.g., local agencies) to expand the use of TDM measures that divert automobile commute trips to transit, walking, bicycling, or digital/remote working and incentivize carpool and multi-passenger trips for regional commutes.
- Action M-1.B: VMT Mitigation. Establish appropriate mitigation measures for projects that cannot adequately reduce VMT to acceptable standards by 2023 and review mitigation measures every five years. VMT mitigation measures might include, but are not limited to:
  - changing land uses to increase internalization of trips and to shorten trip lengths of trips generated by other nearby land uses;
  - improving bicycle and pedestrian network connections and providing support facilities;
  - contributing to regional transit enhancements, particularly ongoing operations funding;
  - managing parking inventory through participation in a regional or district-wide parking pricing program;
  - reducing parking supply rates, or unbundling parking spaces from residential units;
  - providing employee shuttle or ridesharing service;
  - implementing a car-sharing program; and
  - providing funding toward VMT-reducing land uses and regionally significant programs, projects, and/or services.

Develop a program to monitor effectiveness of VMT mitigation measures in projects in which they are required and adjust mitigation through adaptive management plans, if needed.

- **Action M-1.C: Rideshare Programs.** Work with the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TRPA/TMPO), Placer County, Nevada County, Regional Transportation Commission of Washoe County, and other neighboring jurisdictions to explore a ride-matching/ridesharing program. The program should be focused on reducing commute-related VMT by increasing carpooling for residents with similar commute behavior and destinations.
- **Action M-1.D: Mobile Rideshare Applications.** Research ridesharing/ride-matching mobile applications and websites that could be used by or promoted to residents and businesses in Truckee to reduce traffic congestion, commute-related VMT, and single-occupant vehicle trips. Identify the most appropriate mobile apps to promote and integrate these resources into the Town's other TDM initiatives.
- **Action M-1.F: Electric Vehicle and Bike Charging Stations.** Provide electric vehicle and bike charging stations at Town facilities and throughout Truckee with free charging and/or free parking. Work with partner agencies and private businesses to expand the charging station network.

Conservation and Open Space Element

GOAL COS-8: Air Quality. Improve and maintain a high level of air quality to protect public health, safety, and welfare.

- **Policy COS-8.1: Consistency with Particulate Matter Air Quality Management Plan.** Require multi-family residential, commercial, industrial, subdivisions, and other discretionary development to maintain consistency with the goals, policies, and control strategies of the Town's Particulate Matter Air Quality Management Plan to meet state and federal ambient air quality standards.
- **Policy COS-8.2: Paving of Roads to Offset Emissions.** Require new developments, including subdivisions, to pave existing nonpaved roads planned to serve the new development to the extent necessary and feasible to offset emissions generated by traffic from the development. New nonpaved roads shall not be allowed for new development and subdivisions. New paving shall take into consideration the policies under Goal COS-7 concerning minimization of impacts to water quality and groundwater recharge that may result from increases in paved areas.
- **Policy COS-8.3: Dust Control Measures**. Require all construction projects to implement dust control measures to reduce particulate matter emissions due to disturbance of exposed topsoil. Such measures include watering of active areas where disturbance occurs, covering haul loads, maintaining clean access roads, and cleaning the wheels of construction vehicles accessing disturbed areas of the site.
- **Policy COS-8.4: Impacts from Airborne Pollutants.** Minimize public exposure to toxic, hazardous, and odoriferous air pollutants, in particular airborne pollutants from industrial and commercial developments.
- **Policy COS-8.5: Prohibition against Establishment of Sensitive Uses near Air Polluters**. Prohibit sensitive receptors such as residential uses, schools, and hospitals from locating in the vicinity of industrial and commercial uses known to emit toxic, hazardous, or odoriferous air pollutants. Prohibit the establishment of such uses in the vicinity of sensitive receptors.
- **Policy COS-8.6: Accurate Monitoring of Regulated Air Pollutants.** Work with the Northern Sierra Air Quality Management District to accurately monitor air pollutants (e.g., particulate matter, carbon monoxide) and to upgrade its facilities as needed to ensure accurate monitoring.
- **Policy COS-8.7: Health Risk Assessments for Siting New Receptors.** Require developers of projects that would locate sensitive receptors (e.g., residences, schools, healthcare facilities) within 500 feet of Interstate 80 and 1,000 feet of the railway, consistent with the California Air Resources Board's buffer recommendations, to prepare a health risk assessment to determine the significance of the impact, and to incorporate project-specific mitigations to minimize or avoid this risk.

- **Policy COS-8.8: Mitigation for Projects with the Potential to Generate Significant Ozone Precursors.** Require new development with the potential to generate significant quantities of ozone precursor air pollutants to be analyzed in accordance with Northern Sierra Air Quality Management District guidelines and appropriate mitigation be applied to the project to minimize these emissions.
- **Policy COS-8.9: Reduction in Traffic-Related Tailpipe Emissions.** Continue to improve congestion and traffic flow during peak travel times, special events, and snowy conditions to reduce tailpipe emissions from idling vehicles.
- **Policy COS-8.10: Emission Standards for Diesel-Powered Off-Road Equipment**. Require any discretionary development project that would generate construction-related emissions at a level that exceeds NSAQMD thresholds to use off-road construction equipment that meets EPA Tier 4 emission standards (as defined in 40 CFR 1039) and to comply with the appropriate test procedures and provisions as contained in 40 CFR Parts 1065 and 1068. Tier 3 models can be used if a Tier 4 version of the equipment type is not yet produced by manufacturers or is demonstrated to the satisfaction of the Town to be otherwise unavailable. Alternatively, battery-electric off-road equipment may be used as it becomes available. Project applicants must submit a report or project improvement plan to the Town outlining a plan to fulfill this requirement prior to the use of any off-road, diesel-powered construction equipment.
- **Policy COS-8.11: Health Risk Assessments for New Toxic Air Contaminant Sources**. Require project applicants to prepare a project-level health risk assessment to evaluate construction- and operation-related toxic air contaminant exposure for new development involving a permitted stationary source regulated by NSAQMD or loading docks accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operation exceeds 300 hours per week.
- **Action COS-8.A: Particulate Matter Air Quality Management Plan Update and Review.** Review and update the Town's Particulate Matter Air Quality Management Plan to ensure that it adequately reflects existing conditions and applicable standards for pollutants.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan are specifically applicable to air quality.

ISSUES NOT DISCUSSED FURTHER

All potential air quality issues identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.3-1: Generate Construction-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$

Projected development under the project would result in construction activities associated with the development of new land uses in the town. Construction activity associated with the development of these new land uses would result in emissions of ROG, NO_X, and PM_{10}. These emissions would exceed the daily emissions thresholds established by NSAQMD. Policy COS-8.8 would require new development in the GPU to use NSAQMD's CEQA guidance and mitigate significant construction impacts. Also, implementation of Policy COS-8.10 would require construction contractors to utilize Tier 3 and Tier 4 engines, which reduce NO_X exhaust, as well as basic construction measures that would reduce emissions of fugitive dust PM_{10}. However, at this programmatic stage, the Town cannot guarantee that implementing these measures would be sufficient to fully mitigate construction emissions for all projects in all scenarios. Thus, this impact would be **significant and unavoidable**.

Implementation of the GPU would involve the development of new land uses over the horizon of the plan between 2022 and 2040. Development of these new land uses would result in construction activity that would generate emissions of criteria air pollutants and precursors, including ROG, NO_X, PM_{10}, and $PM_{2.5}$, from site preparation (e.g.,

excavation, clearing), off-road equipment, material delivery, worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Typical construction activities that could occur with land use development include all-terrain forks, forklifts, cranes, pick-up and fuel trucks, compressors, loaders, backhoes, excavators, dozers, scrapers, pavement compactors, welders, concrete pumps, concrete trucks, and off-road haul trucks, as well as other diesel-fueled equipment, as necessary. Fugitive dust emissions of PM_{10} and $PM_{2.5}$ are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and mobile sources. Emissions of ozone precursors are emitted in the exhaust of construction equipment and on-road vehicles. Paving and the application of architectural coatings also results in off-gas emissions of volatile organic compounds. PM_{10} and $PM_{2.5}$ are also contained in equipment and vehicle exhaust. As discussed previously, specific construction phasing and intensity are unknown. The levels of emissions generated through these activities would depend on the characteristics of individual development projects, including the size and type of land uses being developed, which would determine the length and intensity of construction activity.

Construction activities were scaled using CalEEMod default values to represent a worst-case construction scenario for the project, wherein several overlapping construction efforts would occur in the near-term. Table 4.3-6 summarizes modeled construction emissions estimates. These are considered the highest potential construction emissions for any calendar year in the planning horizon. For detailed modeling assumption see Appendix B.

Table 4.3-6 Maximum Daily Emissions of Criteria Air Pollutants and Precursors

Year	ROG (lb/day)[1]	NO_X (lb/day)	PM_{10} (lb/day)
2023	101	73	55
NSAQMD's Level A Range[2]	0–24	0–24	0–79
Project Status?	Exceeds	Exceeds	Exceeds
NSAQMD's Level B Range[3]	24–136	24–136	79–136
Project Status?	Within	Within	Within
NSAQMD's Level C Threshold[4]	>136	>136	>136
Project Status?	Below	Below	Below

Notes: ROG = reactive organic gases, NO_X = oxides of nitrogen, CO = carbon monoxide, PM_{10} = respirable particulate matter

[1] Emissions are ROG were adjusted off-model to account for modeling assumptions made in CalEEMod.

[2] NSAQMD recommends that projects with emissions between 0–24 lb/day for ROG and NO_X and 0–79 lb/day for PM_{10} implement the most basic mitigations as identified in its CEQA Guidance Document.

[3] NSAQMD recommends that projects with emissions between 24–136 lb/day for ROG and NO_X and 79–136 lb/day for PM_{10} implement the more extensive mitigations as identified in its CEQA Guidance Document.

[3] NSAQMD recommends that projects with emissions between greater than 136 lb/day for ROG, NO_X, and PM_{10} implement the most extensive mitigations as identified in its CEQA Guidance Document.

Source: Modeling performed by Ascent Environmental in 2022.

NSAQMD has developed a tiered approach to significance levels: Level A (0–24 lb/day of NO_X and ROG, and 0–79 lb/day for PM_{10}), Level B (24–136 lb/day of NO_X and ROG, and 79 to 136 lb/day of PM_{10}), and Level C (over 136 lb/day of NO_X, ROG, and PM_{10}). NSAQMD recommends that projects with emissions meeting Level A thresholds implement the most basic mitigations from its CEQA Guidance Document (See Table 4.3-5); projects with projected emissions in the Level B range necessitate more extensive mitigations; and those projects which exceed Level C thresholds should implement the most extensive mitigations (NSAQMD 2009: 9). Based on the modeling conducted, the GPU would generate emissions of PM_{10} within the range of NSAQMD's Level A Threshold (0–79 lb/day) and ROG and NO_X within the range of NSAQMD's Level B threshold (24–136 lb/day). Emissions would not exceed Level C threshold for any of these pollutants.

Proposed General Plan Policies That Reduce Impacts

As shown above, construction activity associated with the project would generate emissions of ROG, NO_X, and PM_{10} in exceedance of NSAQMD's Level A thresholds of significance. Additionally, emissions of ROG and NO_X would exceed NSAQMD's Level B thresholds of significance, which would necessitate more extensive mitigation measures. Implementation of the measures recommended cannot be uniformly applied at this programmatic stage to all new development under the GPU; however, Policy COS-8.8 directs future development undergoing CEQA review to conduct analyses in accordance with NSAQMD guidance and apply mitigation where applicable. Projects with emissions within the Level A range would be subject to NSAQMD's recommended mitigation measures during construction which include a prohibition on the burning of vegetative material and use of electricity to power job site power needs in lieu of a diesel-powered generator, which are measures that would likely not apply to a small construction project or would be feasible to implement. Projects that adhere to these Level A mitigation measures, as required by Policy COS-8.8, would be less than significant with mitigation based on NSAQMD's guidance. Similarly, projects with Level B and Level C emissions may implement the construction-related mitigation measures identified by NSAQMD in its guidance document to reduce impacts to a less-than-significant level with mitigation (NSAQMD 2009: 10–11).

Conclusion

Implementation of Policy COS-8.8 could reduce emissions of ROG, NO_X, and PM_{10} to a less-than-significant level through compliance with NSAQMD's recommended tiered thresholds and application of applicable mitigation measures. Policy COS-8.10 would additionally reduce construction emissions by requiring construction contractors to utilize Tier 4 engines, which significantly reduce NO_X exhaust. However, at this programmatic stage, the Town cannot guarantee that implementing these measures would be sufficient to fully mitigate construction emissions for all projects in all scenarios. Thus, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce emissions from construction. However, it cannot be assured that the policies would be sufficient to avoid emissions of ROG and NO_X in exceedance of significant effects in all scenarios. There are no additional plan-level measures available that would address this impact. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse air emissions; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded that all impacts would be minimized in a manner consistent with NSAQMD's guidance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains **significant and unavoidable**.

Impact 4.3-2: Generate Operation-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$

Buildout of the project would result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and particulate matter. Emissions of NO_X under the project would be less when compared to baseline conditions due to regulatory mechanisms in place that will improve fuel economy into the future; however, emissions of ROG, CO, PM_{10}, and $PM_{2.5}$ would increase due to the introduction of new residential, commercial, and industrial development. As new development is constructed into the horizon of the project (2040), long-term operational emissions from such development would be evaluated on a project-by-project basis. Under those circumstances, emissions would be compared to NSAQMD's project-level mass emissions thresholds. While mitigation may be available to reduce emissions to less-than-significant levels, such mitigation cannot be assumed to be effective at this stage of review. Therefore, long-term operational emissions would be **significant and unavoidable**.

Land Use Development

Implementation of the project would result in long-term increases in operational emissions of criteria air pollutants and ozone precursors (i.e., ROG and NO_X). Project-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings, would also contribute to overall increases in operational emissions.

Mobile-source emissions were calculated using daily average VMT values generated within the planning area boundary for the baseline year 2018 and conditions for 2040 using an adjustment factor provided by the traffic consultant. The vehicle fleet mix information contained in the model used Nevada County-specific emissions factors, which is representative of vehicles in the town and was, therefore, used for purposes of preparing a project model.

Area-source emissions were estimated using CalEEMod. Area-source emissions include emissions from consumer products, landscaping and maintenance, wood-burning appliances, and other off-road equipment. Energy-related emissions would be associated with space and water heating. Both area-source and energy emissions were calculated using land use type and acreage inputs consistent with the project description and default model assumptions in CalEEMod.

Emissions from development under baseline conditions (2018) were compared to emissions from future development of full-build out of the project (2040). Table 4.3-7 summarizes these emissions and the net change in emissions associated with these two scenarios.

As shown in Table 4.3-7, emissions of NO_X in the town would substantially decrease as compared to baseline conditions. This is primarily because mobile-source operational emission factors would decrease due to more stringent vehicle emission standards over the planning period. EMFAC 2017 emissions factors used in this analysis, accounts for already enacted (present) and approved (future) vehicle emissions control measures contained in SIPs submitted to the EPA, smog check programs, truck and bus emissions rules, and fuel economy standards, which would result in foreseeable mobile-source emission reductions in the region.

As shown above, total emissions of ROG, CO, PM_{10}, and $PM_{2.5}$ would increase substantially. This increase is attributable to the additional new development of residences under the general plan by 2040. As noted in the table above, ROG, CO, PM_{10}, and $PM_{2.5}$ emissions are comparably higher due to the location of the town, which experiences more extreme winters when compared to other portions of the state; meaning that residents of the town rely on wood burning fireplaces to a higher degree than, say, a resident of a coastal community where reliance on wood burning stove is not typically necessary. Additionally, operation of new development, primarily of single-family homes, would produce emissions of ROG from the use of consumer products (i.e., cleaning supplies, kitchen aerosols, cosmetics, toiletries, pesticides, and fertilizers), use of landscaping equipment, and reapplication of architectural coatings (i.e., paint).

Table 4.3-7 Net Change in Operational Emissions: Project Compared with Baseline Conditions

Emissions Source	ROG (lb/day)[1]	NO_X (lb/day)	CO (lb/day)[1]	SO_X (lb/day)	PM_{10} (lb/day)[1]	$PM_{2.5}$ (lb/day)[1]
Baseline Emissions (2018)						
Area-Source Emissions	6,520	245	8,840	15	1,100	1,105
Energy-Source Emissions	5	40	1,935	0	5	5
Mobile-Source Emissions	990	1,815	1,290	15	1,035	290
Total Emissions	7,515	2,100	12,055	30	2,150	1,400
Full Buildout Emissions under the Project (2040)						
Area-Source Emissions	9,410	285	12,330	10	1,525	1,525
Energy-Source Emissions	10	45	45	0	5	5
Mobile-Source Emissions	650	725	5,500	10	1,595	430
Total Emissions	10,070	1,055	17,875	30	3,125	1,960
Net Change in Daily Emissions						
Area-Source Emissions	2,890	40	3,490	5	415	420
Energy-Source Emissions	5	5	-1,890	-	-	-
Mobile-Source Emissions	-340	-1,090	4,220	-5	560	140
Total Emissions	2,555	-1,045	5,820	0	975	560

Notes: ROG = reactive organic gases, NO_X = oxides of nitrogen, CO = carbon monoxide
PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter

[1] High emissions of area-source ROG, CO, PM_{10}, and $PM_{2.5}$ are attributable to the climate of Nevada County, which experiences colder winters when compared to other portions of the state requiring the use of wood-fired fireplaces.

Source: Modeling performed by Ascent Environmental in 2022.

Stationary Sources

Stationary sources, such as boilers, heaters, flares, cement plants, and other types of combustion equipment associated with industrial uses undergo a permitting process by NSAQMD. The permits approved by NSAQMD require emission caps for sources that are tied to attaining or maintaining the NAAQS and CAAQS. Stationary sources are required to implement and comply with applicable NSAQMD rule(s) for their specific operation. For example, NSAQMD Rule 418 requires the implementation of BACT, which may include the installation of emissions control equipment or implementation of administrative practices to reduce emissions, as deemed necessary by NSAQMD. A stationary source may also be required to offset its emissions of criteria air pollutants and precursors in order to be permitted. All new stationary sources that could be developed under the project would be required to go through the permitting process and receive approval by NSAQMD prior to construction and operation. The NSAQMD permitting program is a regulated process in which applicable industrial and commercial businesses are required to comply with NSAQMD rules related to their respective operations. Examples of permitted sources include gas stations, auto body shops that perform motor vehicle coating on-site, landfills, graphic arts operations, asphalt production, mining operations, and oil and gas facilities. The NSAQMD permitting program also requires source testing of emission control equipment, Operating & Maintenance (O&M) plan requirements of permitted equipment to ensure maintenance is being kept, monitoring of operating parameters to ensure compliance with NSAQMD rules and regulations, recordkeeping requirements, annual emissions inventory reporting, and annual compliance inspections by NSAQMD staff to ensure all permit conditions are being met.

Proposed General Plan Policies That Reduce Impacts

Several of the GPU policies would reduce operational emissions of criteria air pollutants and ozone precursors. The Conservation and Open Space Element includes the following policies that would reduce operational emissions. Policy COS-8.1 would require new development to include, where applicable, goals, policies, and control strategies from the Town's Particulate Matter Air Quality Management Plan to assist the MCAB in attaining the NAAQS and

CAAQS. Policy COS-8.1 is supplemented by Action COS-8.A, which directs the Town to review and update the Town's Particulate Matter Air Quality Management Plan.

Policy COS-8.2 also requires new development to pave currently unpaved roads to reduce fugitive PM emissions. Additionally, Policy COS-8.8 directs new development to undergo environmental review in accordance with NSAQMD's CEQA guidelines and thresholds of significance, and apply mitigation where impacts are found to be potentially significant. Lastly, Policy COS-8.9 directs the Town to continue efforts to improve congestion and traffic flow to reduce tailpipe emissions.

Moreover, the Mobility Element of the GPU contains several policies that would also reduce operational emissions of criteria air pollutants and ozone precursors. Policy M-1.1 encourages land use design that would minimize dependence on single-occupancy vehicles through mixed-use, compact development in proximity to transit stops, and pedestrian and bicycle infrastructure, which would reduce tailpipe emissions of ROG, NO_X, and PM. Policy M-1.2 would similarly reduce tailpipe emissions from the use of TDM strategies such as parking cash-out programs and telecommuting initiatives. Also, Policy M-1.4 would promote transportation innovation and encourage companies to reduce emissions through improved technology, curb space management, and micromobility alternatives (e.g., scooter-share programs).

Conclusion

As described above and shown in Table 4.3-5, NSAQMD has developed a tiered approach to significance levels: Level A (0–24 lb/day of NO_X and ROG, and 0–79 lb/day for PM_{10}), Level B (24–136 lb/day of NO_X and ROG, and 79 to 136 lb/day of PM_{10}), and Level C (over 136 lb/day of NO_X, ROG, and PM_{10}). NSAQMD recommends that projects with emissions meeting Level A thresholds implement the most basic mitigations from its CEQA Guidance Document; projects with projected emissions in the Level B range necessitate more extensive mitigations; and those projects which exceed Level C thresholds should implement the most extensive mitigations (NSAQMD 2009: 9).

Emissions of operational air pollutants would be assessed on a project-by-project basis and, where applicable, projects will be required to implement mitigation to reduce operational emissions. However, due to the uncertainties discussed above, the reductions that may be achieved through implementation of GPU policies cannot be assumed to be sufficient to reduce operational emissions to meet the NSAQMD's thresholds for all projects and in instances where concurrent projects may combine to exceed thresholds. Therefore, emissions associated with the project could exceed the NSAQMD significance thresholds; thus, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with proposed GPU policies.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce emissions of criteria air pollutants in the planning area, but cannot be assumed to be sufficient to reduce operational emissions to meet the NSAQMD thresholds. There are no additional plan-level measures available that would reduce impacts from long-term operational-related emissions. All feasible operational emissions reduction measures have been incorporated into the project through the inclusion of the GPU policies discussed above. There could be additional project-specific mitigation measures to reduce long-term operational-generated emissions of air pollutants to levels below the NSAQMD's thresholds of significance. However, the nature, feasibility, and effectiveness of such project-specific mitigation cannot be determined at this time. As such, the Town cannot assume that mitigation would be available and implemented such that all future operational-related emissions of air pollutants would be reduced to less-than-significant levels. Therefore, this impact would remain **significant and unavoidable**.

Impact 4.3-3: Result in Long-Term Operational Local Mobile-Source CO Emissions

Buildout of the project would not contribute to localized concentrations of mobile-source CO that would exceed an applicable ambient air quality standard. This impact would be **less than significant**.

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, vehicle speed, and traffic delay. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections (see Impact 4.3-4 for a discussion of mobile-source TAC impacts). Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under stable meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels, adversely affecting nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. CO is a pollutant of localized concern and, therefore, is analyzed at the local level. Construction activities are rarely a cause of localized CO impacts because they do not typically result in substantial traffic increases at any one location. This impact focuses on operational increases in mobile sources of CO. NSAQMD does not have published guidance for assessing CO impacts; therefore, this analysis will be qualitatively addressed.

As noted under Impact 4.3-2, vehicle use if a key contributor to pollutant emissions under baseline conditions. The project would not introduce substantially more average daily vehicle trips to any one individual location within the region when compared to 2018 baseline conditions. Based on modeling conducted for this analysis, the proposed project would generate a maximum of 42,600 daily vehicle trips throughout the planning area. While localized concentrations of criteria air pollutants can expose sensitive receptors to substantial pollutant concentrations, criteria air pollutants (which include CO for which there are federal and state air quality standards) generally produce regional impacts (see Impacts 4.3-1 and 4.3-2, above). Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with land use development projects. These vehicle trips occur throughout a paved network of roads; therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed. However, there may be unique situations or infrastructure designs (e.g., tunnels, enclosed underpasses) where a project with high levels of emissions may require concentration modeling to determine whether the emissions would expose sensitive receptors to substantial pollutant concentrations. This is the case with CO, where exhaust emissions may collect locally at intersections that support high volumes of vehicle traffic and the environment is generally developed. Air districts have developed general criteria for screening out CO impacts. For instance, intersections that support 31,600 vehicles per hour could generate a CO hotspot. In the case of the project, the 42,600 daily vehicle trips generated by the proposed project would be distributed throughout the town and would not be localized at one roadway or intersection. Thus, minimizing the potential for a CO hotspot to occur.

Additionally, mobile-source CO emissions have historically decreased since the advent of catalytic converters, which decrease mobile-source exhaust emissions, and there have been improvements in fuel economy in past decades due to regulatory compliance implemented by EPA and CARB (e.g., the Corporate Average Fuel Economy standards and Advanced Clean Cars program). Because mobile-source CO would not but introduced in any one location but rather dispersed throughout the planning area, no CO hotspots would occur. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.3-4: Expose Sensitive Receptors to a Substantial Incremental Increase in TAC Emissions

Buildout of the project would generate emissions of diesel PM from project construction; however, due to the short-term nature of construction and the highly dispersive properties of diesel PM, construction-generated diesel PM would likely not constitute a potentially significant impact. Nevertheless, there is inherent uncertainty regarding the scale, location, and types of construction that could occur under the project. Therefore, there exists the possibility of potentially significant TAC generation that could expose a sensitive receptor to substantial TAC concentrations. The project could also result in an increased exposure of existing or planned sensitive land uses to stationary or mobile-source TACs that would exceed applicable health-based standards. Implementation of Policy COS-8.7 would require future project applicants to conduct project-level health risk assessments (HRAs) to evaluate project-level emissions of TACs from construction and/or operational activity. However, the Town cannot assume that mitigation would be available and implemented such that all future health risk increases from exposure to TACs would be reduced to less-than-significant levels. Therefore, this impact would remain **significant and unavoidable**.

Construction Emissions

Diesel PM is the focus of the construction analysis. Diesel PM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs and is the main TAC emitted during construction (CARB 2003). With regard to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. According to the Office of Environmental Health Hazard Assessment's guidance, exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the Maximum Exposed Individual (MEI), with 9- and 70-year exposure periods at the MEI as supplemental information. Furthermore, a 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015:8-1).

Future development and other physical changes that could occur as a result of GPU implementation, as described in Impact 4.3-1, would generate temporary, intermittent emissions of diesel PM from the exhaust of off-road heavy-duty diesel-powered equipment used for site preparation, grading, paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities.

Existing sensitive receptors are located throughout the planning area. However, at the general plan scale, individual sensitive receptors are not identified. In addition, studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source. These studies illustrate that receptors must be near emission sources for a long period to experience exposure at concentrations of concern.

Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the planning area (i.e., construction is not likely to occur in any one part of the planning area for an extended time), the dose of diesel PM that any one receptor is exposed would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity at any one location of the planning area, and the highly dispersive properties of diesel PM, sensitive receptors would likely not be exposed to substantial concentrations of construction-related TAC emissions.

Operational/Stationary Emissions

Proximity to highways increases cancer risk and exposure to diesel PM. Similarly, proximity to heavily traveled transportation corridors and intersections would expose residents to higher levels of diesel PM. CARB recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day (CARB 2005). Within the town, the largest roadway that supports the most vehicles per day is Interstate 80 (I-80). Peak-month average daily trips on this roadway is as high as 38,000 vehicles per day.

Additionally, implementation of the project would accommodate future development that could generate new sources of TACs from commercial and industrial land uses. Per NSAQMD Rule 418 (New Source Review – Hazardous Air Pollutants), land uses that would construct or reconstruct stationary emissions from a major source would be required to obtain a permit and would have to install BACT for air toxics, if deemed applicable by NSAQMD.

Due to the programmatic level of this analysis, the number of specific types of projects and land uses and the specific locations of future development are not available. However, it is possible that future development which results from the project could result in new stationary sources associated with commercial and industrial land use development that could result in TAC exposure to existing or future planned sensitive land uses. However, the GPU includes policies focused specifically on addressing exposure of sensitive receptors to TACs (as discussed in greater detail below under the heading "Proposed General Plan Policies That Reduce Impacts").

Further, new stationary TAC sources would be subject to Rule 418 and would be required to install BACT for toxics to receive permitting for the source. New stationary TAC sources that do not meet the requirements of Rule 36 would not receive permits and would not ultimately be approved for development, ensuring receptors would not be exposed to substantial concentrations of TACs.

Proposed General Plan Policies That Reduce Impacts

Several policies within the GPU would reduce exposure of sensitive receptors to substantial TAC concentrations. Policy COS-8.4 directs the Town to minimize public exposure to toxic, hazardous, and odoriferous air pollutants from industrial and commercial developments. Policy COS-8.5 prohibits the establishment of sensitive receptors near sources of industrial and commercial sources of air pollution. Policy LU-4.3 also requires that industrial land uses include adequate buffering, screening, and setbacks to reduce exposure of receptors to these sources of pollution. Policy COS-8.7 requires developers of projects that would locate sensitive receptors within 500 feet of I-80 and 1,000 feet of the railway to prepare an HRA to determine the significance of a TAC impact and incorporate mitigation to reduce impacts.

Implementation of Policy COS-8.7 would require future project applicants to conduct project-level HRAs to evaluate project-level emissions of TACs from construction and/or operational activity. The need to conduct an HRA would be assessed on a project-by-project basis using the criteria listed above. The findings of an HRA would be used to demonstrate that a receptor would not be exposed to an incremental increase in cancer risk greater than 10 in one million or concentrations of TACs with a Hazard Index greater than 1, or would determine the degree that additional project-level mitigation would be required. However, the Town cannot assume that mitigation would be available and implemented such that all individual-project-related future health risk increases (i.e., an incremental increase in cancer risk greater than 10 in one million or concentrations of TACs with a Hazard Index greater than 1) from exposure to TACs would be reduced to less than significant levels.

Conclusion

It is reasonably foreseeable that increased traffic on roadways resulting from the project could exacerbate existing concentrations of TACs, resulting in a health risk for existing or new sensitive receptors. As discussed previously, the CARB Diesel Risk Reduction Plan and Air Toxic Control Measures would help reduce future emissions of diesel PM (the primary TAC of concern in mobile emissions). However, the amount of reduction in diesel PM concentrations and the resulting reduction in health risks cannot be anticipated for any specific area, including the planning area. As such, it cannot be assumed that the policies discussed above or the CARB diesel PM reduction efforts would be sufficient to reduce exposure of sensitive receptors to TACs to a less than significant level. For these reasons, the project could expose sensitive land uses to mobile-source TACs and result in increased health risks above the SMAQMD thresholds of a cancer score of more than 10 in 1 million, and the impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce potential exposure to TACs but cannot be assumed to be sufficient to eliminate the potential for substantial increases in TAC emissions. There are no additional plan-level measures available that would address the potential to expose sensitive receptors to TAC emissions. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects on sensitive receptors; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, this impact would remain **significant and unavoidable**.

Impact 4.3-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Buildout of the project would result in the potential for increased exposure of sensitive receptors to odorous emissions as compared to baseline conditions, particularly if new odorous land use types are constructed and operated. All feasible odor reduction measures have been incorporated into the project. There are no additional plan-level measures available that would reduce impacts from short-term and long-term odors. The nature, feasibility, and effectiveness of project-specific mitigation cannot be determined at this time. As such, the Town cannot assume that mitigation would be available and implemented such that all future odors would be reduced to less than significant levels. Therefore, this impact would remain **significant and unavoidable.**

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant and lead to distress among the public and generate citizen complaints to local governments and regulatory agencies. Land uses commonly considered to be potential sources of odorous emissions include wastewater treatment plants, sanitary landfills, food processing facilities, chemical manufacturing plants, rendering plants, paint/coating operations, and agricultural feedlots and dairies.

The Tahoe-Truckee Sanitation Agency wastewater treatment plant (WWTP) is located within the boundaries of the planning area. While NSAQMD does not provide screening distance recommendations for citing sensitive receptors near odors, other air districts in the state, such as the Sacramento Metropolitan Air Quality Management District (SMAQMD), recommend that projects including sensitive receptors be located with a buffer zone of at least 2 miles from WWTPs; however, SMAQMD notes that "odor screening distances should not be used as absolute thresholds of significance for an odor determination." Implementation of the project would not introduce dissimilar land uses to the portion of the planning area within the vicinity of the WWTP as compared to baseline conditions.

The project could result in the development of industrial land uses that could be a source of odors. However, the actual uses that would be developed are not known at this time, as no specific development projects are currently proposed. As such, the degree of impact with respect to potential odors associated with future projects and their effects on adjacent receptors is uncertain.

Future nonresidential land uses or specific facilities in the town could generate odor emissions that could be a nuisance. However, NSAQMD Rule 205, "Nuisance," regulates land uses that potentially emit odors, further reducing the potential for odor impacts on existing and new sensitive receptors in the county. This rule would minimize potential odor issues occurring under the project.

Proposed General Plan Policies That Reduce Impacts

The GPU contains various policies that address odiferous compounds such Policies COS-12.1 and COS-12.2, which serve to minimize impacts from commercial- and industrial-sources of odors and prohibit siting new sensitive land uses near existing sources of odor. Action CC-6.B would also amend industrial development standards to address potential land use compatibility conflicts associated with industrial land uses and odors.

Conclusion

There is inherent uncertainty regarding the size, land use type, specific building locations and site designs, and build-out periods for future development projects that would occur under the project. Emissions of odors and exposure to existing odors would be assessed on a project-by-project basis. It is reasonably foreseeable that, depending on the project, receptors could be subjected to adverse odors; thus, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with existing rules and the policies and actions proposed in the GPU.

Significance after Mitigation

Policies included in the project would help reduce the possibility of odor exposure in the planning area, but it cannot be assumed to be sufficient to reduce odors to less than significant levels. There are no additional plan-level measures available that would reduce impacts from short-term and long-term odors. All feasible odor reduction measures have been incorporated into the project through the inclusion of the GPU policies discussed above. There could be additional project-specific mitigation measures to reduce odors to less than significant levels. However, the nature, feasibility, and effectiveness of such project-specific mitigation cannot be determined at this time. As such, the Town cannot assume that mitigation would be available and implemented such that all future odors would be reduced to less than significant levels. Therefore, this impact would remain **significant and unavoidable**.

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4.4 BIOLOGICAL RESOURCES

This section addresses common and sensitive biological resources that could be affected by implementation of the Truckee General Plan Update (GPU) and Downtown Truckee Plan.

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding the potential effects of vehicle collisions on wildlife and the effect of existing fuels and forest health on future development. Comments also provided suggestions to reduce potential effects on biological resources including establishing incentives and funding restoration and expansion of natural lands, particularly meadows and riparian habitats, and establishing a re-forestation policy consistent with a carbon sequestration goal to provide urban shading and wildlife habitat improvement.

4.4.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA; 16 U.S.C. Section 1531 et seq.), the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) regulate the taking of species listed in ESA as threatened or endangered. In general, persons subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Under Section 9 of the ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take.

Two sections of the ESA address incidental take. Section 10 regulates incidental take if a non-federal agency is the lead agency for an action that results in take and no federal agencies are involved in permitting or funding the action. However, if a project would result in take of a federally listed species and federal discretionary action (even if a non-federal agency is the overall lead agency) is involved (e.g., a federal agency must issue a permit), the involved federal agency consults with USFWS or NMFS under Section 7 of ESA. Section 7 of ESA outlines procedures for federal interagency cooperation to protect and conserve federally listed species and designated critical habitat. Section 7(a)(2) requires federal agencies to consult with USFWS and NMFS to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat.

Clean Water Act

Section 404 of the Clean Water Act (CWA) requires project proponents to obtain a permit from the U.S. Army Corps of Engineers (USACE) before performing any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Many surface waters and wetlands in California meet the criteria for waters of the United States.

In accordance with Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredged or fill material must obtain water quality certification from the appropriate regional water quality control board (RWQCB) indicating that the action would uphold state water quality standards. In the policy area, the Lahontan RWQCB is responsible for water quality certification.

Bald and Golden Eagle Protection Act

Under the Bald and Golden Eagle Protection Act, it is illegal to take bald eagles, including their parts, nests, or eggs unless authorized. "Take" is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause (1) injury to an eagle; (2) a decrease in its productivity by substantially interfering with normal breeding, feeding, or sheltering behavior; or (3) nest abandonment (USFWS 2007:31156). In addition to immediate impacts, this definition also addresses impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death, or nest abandonment.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it will be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. Under the MBTA, "take" is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities." A take does not include habitat destruction or alteration, as long as there is not a direct taking of birds, nests, eggs, or parts thereof. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations (CFR), Section 10.13 (50 CFR 10.13). The list includes nearly all birds native to the United States.

STATE

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA), a permit from the California Department of Fish and Wildlife (CDFW) is required for projects that could result in the "take" of a plant or animal species that is listed by the state as threatened or endangered. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species, but the CESA definition of take does not include "harm" or "harass" like the ESA definition does. As a result, the threshold for take is higher under CESA than under ESA. Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

California Fish and Game Code Sections 3503 and 3503.5

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders *Falconiformes* and *Strigiformes*), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

California Fish and Game Code Fully Protected Species

Protection of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take.

California Fish and Game Code Section 1602—Lake and Streambed Alteration

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or

- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation. CDFW's regulatory authority within altered or artificial waterways is based on the value of those waterways to fish and wildlife. A CDFW streambed alteration agreement must be obtained for any action that would result in an impact on a river, stream, or lake, as determined through the Lake and Streambed Alteration notification process.

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Act, waters of the state within the town and planning area are within the jurisdiction of the Lahontan RWQCB. The Lahontan RWQCB's jurisdiction includes all federally protected waters as well as areas that meet the definition of "waters of the state." The California Water Code defines waters of the state as any surface water or groundwater, including saline waters, within the boundaries of the state, and this includes all waters of the United States. The Lahontan RWQCB has the discretion to take jurisdiction over areas not federally protected under Section 401 provided they meet the definition of waters of the state. Actions that affect waters of the state, including wetlands, must meet the Lahontan RWQCB's waste discharge requirements. Under the state definition, an area is a wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater or shallow surface water or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area either lacks vegetation or the vegetation is dominated by hydrophytes.

LOCAL

Town of Truckee Tree Preservation Ordinance

Section 18.30.155 of the Town of Truckee Development Code recognizes that trees provide benefits such as soil stability, noise buffering, wind protection, temperature mitigation, enhancement of wildlife habitat, and aesthetics. The ordinance provides protection for trees, while exempting certain activities from the tree permitting process. Unless otherwise exempt, development projects need approval to remove trees greater than 24 inches diameter at breast height (dbh). The ordinance also provides guidelines for preservation of trees and mitigation for trees that are removed.

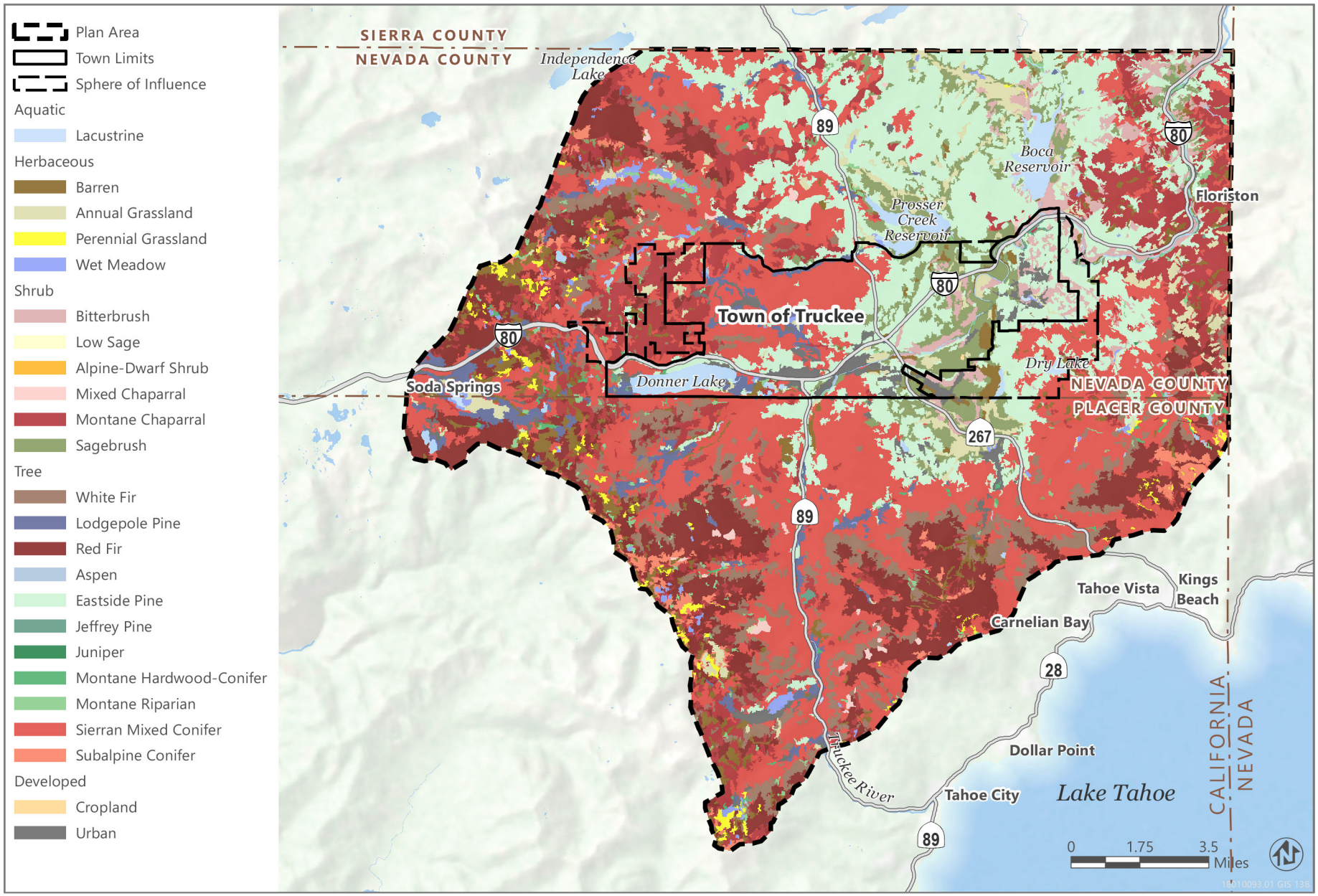
4.4.2 Environmental Setting

NATURAL HABITATS

The following natural land cover and habitat types are known to occur within the planning area (Figure 4.4-1) and the policy area (Figure 4.4-2). The broader planning area is included because it provides context for habitats within the Town and SOI. Land cover types present within these areas were determined by querying the U.S. Forest Service CALVEG dataset (USFS 2014). The descriptions of the various habitat types follow the California Wildlife Habitat Relationship habitat descriptions (CWHR 2006). The Town of Truckee is located within the central Sierra Nevada just east of Donner Summit along the Truckee River. The Town is located within a transition zone from tree dominated land covers closer to the crest of the Sierra to more open shrub dominated and grassland land covers toward the east.

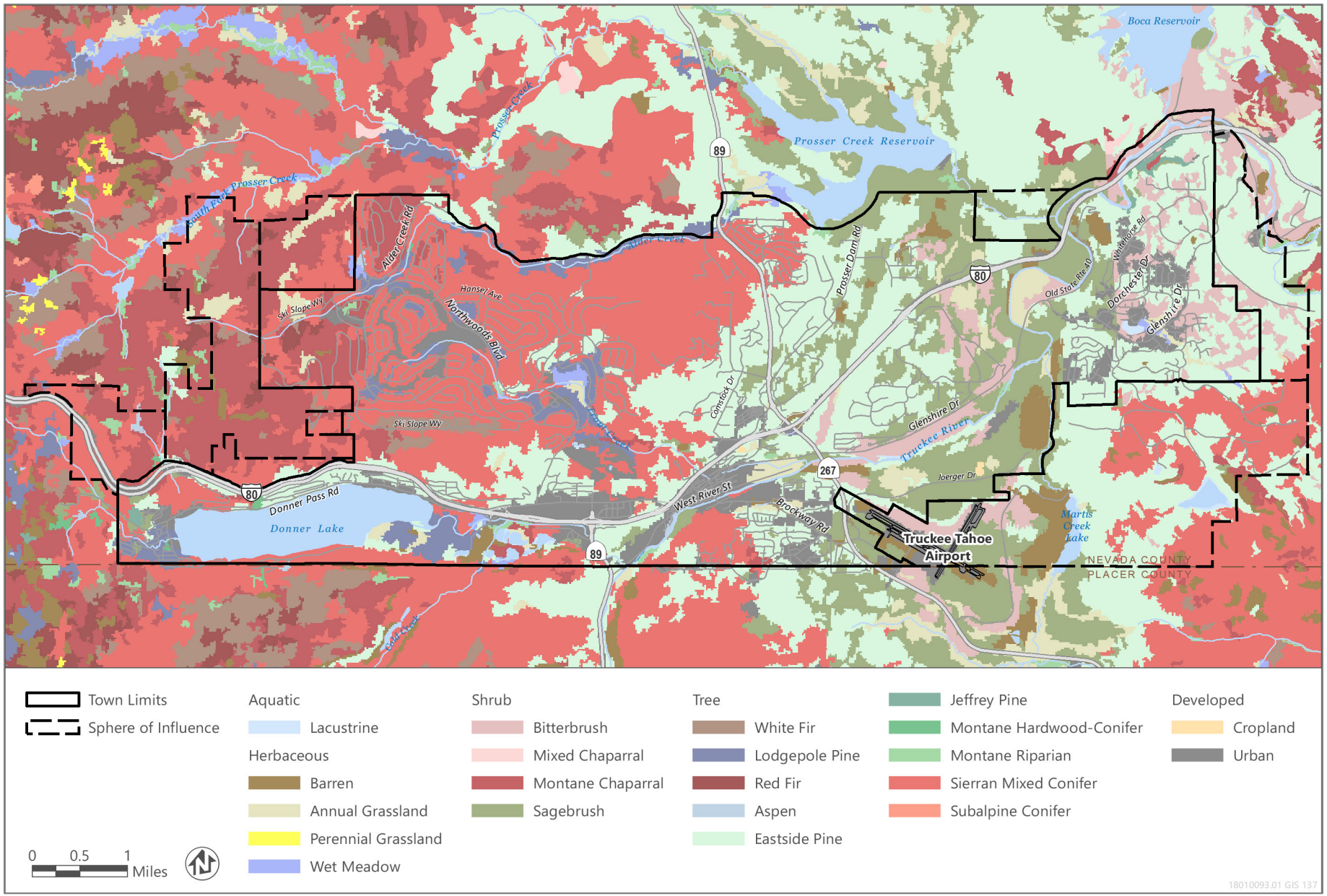
Tree-Dominated Habitats

Within the town limits and planning area, the various tree dominated land cover types are habitat for common and special-status plant (Table 4.4-1) and wildlife (Table 4.4-2) species. Common bird and mammal species found within tree-dominated habitats in the planning area include Clark's nutcracker (*Nucifraga columbiana*), mountain chickadee (*Poecile gambeli*), Steller's jay (*Cyanocitta stelleri*), western tanager (*Piranga ludoviciana*), white-headed woodpecker (*Picoides albolarvatus*), black bear (*Ursus americanus*), Douglas squirrel (*Tamiasciurus douglasii*), mule deer, porcupine (*Erethizon dorsatum*), and yellow-pine chipmunk (*Tamias amoenus*).



Source: Data downloaded from USFS in 2016.

Figure 4.4-1 Land Cover within the Planning Area



Source: Data downloaded from Town of Truckee in 2018 and USFS in 2016.

Figure 4.4-2 Land Cover within the Town of Truckee and Sphere of Influence

Eastside Pine

Eastside pine is the most common habitat within the town limits and is common in the planning area as well. Ponderosa pine (*Pinus ponderosa*) is the dominant tree in these relatively open stands with less representation by Jeffrey pine (*Pinus jeffreyi*), lodgepole pine (*Pinus contorta*), white fir (*Abies concolor*), incense-cedar (*Calocedrus decurrens*), Douglas fir (*Pseudotsuga menziesii*), California black oak (*Quercus kelloggii*) and western juniper (*Juniperus occidentalis*). Big sagebrush (*Artemisia tridentata* ssp. *tridentata*), antelope bitterbrush (*Purshia tridentata var. tridentata*), greenleaf manzanita (*Arctostaphylos patula*), ceanothus (*Ceanothus* spp.), and rubber rabbitbrush (*Ericameria nauseosa*) make up a shrub understory in many stands, and grasses and forbs may also be present such as mule ears (*Wyethia mollis*), arrowleaf balsamroot (*Balsamorhiza sagittata*), blue fescue (*Festuca idahoensis*), pinegrass (*Calamagrostis rubescens*), bluebunch wheatgrass (*Pseudoroegneria spicata*), and bottlebrush squirreltail (*Elymus elymoides*).

Sierran Mixed Conifer

Composing a large portion of the town and planning area, and common throughout the Sierra Nevada, Sierran mixed conifer is a dense forest habitat type dominated by a mix of white fir, red fir (*Abies magnifica*), Jeffrey pine, sugar pine (*Pinus lambertiana*), and incense cedar (3 or more species co-dominant). Historic burning and logging have created wide variability in stand structure and composition in this community. Canopy cover varies from nearly 100 percent to a more open canopy. In open areas, the understory consists of a variety of shrubs, grasses, and forbs, including mahala mat (*Ceanothus prostratus*), tobacco brush (*Ceanothus velutinus*), pinemat manzanita (*Arctostaphylos nevadensis*), greenleaf manzanita, Sierra chinquapin (*Chrysolepis sempervirens*), huckleberry oak (*Quercus vacciniifolia*), and several currant species (*Ribes* spp.). At higher elevations, the vegetation community transitions from mixed conifer forest to white fir and then to red fir forest.

Red Fir

Red fir forest is abundant in the planning area and western portions of the town. Typically dominated by even-aged, monotypic stands of mature red fir, the understory is much more open than the mixed conifer forests, with the primary understory shrub species being pinemat manzanita. Common forbs include mountain mint (*Monardella odoratissima*), groundsmoke (*Gayophytum diffusum*), and white-veined wintergreen (*Pyrola picta*). The understory community is generally less diverse than in the lower elevation communities because of a heavy duff layer.

White Fir

Common in the planning area and present in the western portion of the town, this land cover type is dominated by white fir but with a strong red fir component and occasional Jeffery pine and incense cedar. Canopy cover is generally dense (greater than 60 percent) with multiple layers of trees ranging from large (greater than 24 inches dbh) overstory trees to saplings (i.e., less than 6 inches dbh). A variety of shrubs can be found in the understory including several currants, tobacco brush, and greenleaf manzanita. Common forbs include groundsmoke, rockcress (*Arabis* spp.), and mountain mint. This community typically occurs as a transition zone between Sierran mixed conifer and red fir.

Jeffrey Pine

This open forest community is relatively uncommon in the town and planning area though common throughout the Sierra Nevada. This habitat is clearly dominated by Jeffrey pine but with occasional ponderosa pine, white fir, and incense cedar. Canopy cover is less dense than in other forest communities as Jeffrey pine tends to be more scattered throughout the community. This generally allows for the understory of the Jeffrey pine forest to contain plants requiring drier, sunnier conditions than in other conifer communities. These understory plants include big sagebrush, antelope bitterbrush, rabbitbrush, mule ears, and blue fescue.

Subalpine Conifer

Present in the higher elevations of the planning area and absent from the town, subalpine conifer forest is dominated by red fir but with a strong component of sugar pine, western white pine (*Pinus monticola*), and mountain hemlock (*Tsuga mertensiana*). Like the red fir forest, the dense stands and heavy duff layer result in a sparse understory dominated by pinemat manzanita with scattered slender penstemon (*Penstemon* spp.) and white-veined wintergreen.

Lodgepole Pine

Common in the planning area and present in the western portions of the town, this habitat type is dominated by lodgepole pine with occasional white fir and quaking aspen (*Populus tremuloides*). Lodgepole pine is associated with moist soils, and borders meadows or riparian areas within the town. Canopy cover varies from nearly 100 percent in dense thickets to 30 percent in the more open mature stands. In more open areas, the understory consists of shrubs such as currants and wood rose (*Rosa gymnocarpa*) with a diverse herbaceous layer. In dense areas, the understory can be very limited.

Montane Riparian

Relatively uncommon in the planning area and found in isolated pockets within town, this land cover is often but not always found in association with riverine and lacustrine habitat. This habitat varies greatly in vegetative structure and species composition. In the planning area, characteristic species include mountain alder (*Alnus incana* ssp. *tenuifolia*), willow (*Salix* spp.), aspen, black cottonwood (*Populus trichocarpa*), and dogwood (*Cornus sericea*). Many montane riparian areas at higher elevations within the planning area consist of extremely dense, shrub-like mountain alder and willow with no standing or flowing water.

Montane Hardwood-Conifer

Montane hardwood-conifer stands are relatively uncommon in the planning area and only approximately 23 acres of the land cover type occurs within town. This land cover is made up of dense closed canopy stands where at least one-third of the trees are conifer species (e.g., white fir, red fir) and at least one-third are broad-leaved hardwoods (e.g., aspen, alder, oak).

Aspen

Aspen stands comprise a relatively small portion of the planning area and only approximately 13 acres of aspen stands are found within the town. Aspen stands often have open canopies with an understory of grasses and shrubs. Aspen stands also often contain a low percentage of other tree species (e.g., willows, alders, black cottonwood, lodgepole pine, Jeffrey pine); however, as stands mature aspen becomes more dominant.

Juniper

The juniper land cover makes up less than 5 acres of the planning area and is not found in the town. This land cover is composed of western juniper trees in either open stands or dense clumps. Other tree and shrub species found in juniper stands include white fir, Jeffrey pine, curl-leaf mountain mahogany (*Cercocarpus ledifolius* var. *intermontanus*), antelope bitterbrush, and big sagebrush.

Shrub-Dominated Habitats

Shrub-dominated land cover types within the planning area and town are habitat for many common bird and mammal species such as: bushtit (*Psaltriparus minimus*), chipping sparrow (*Spizella passerine*), green-tailed towhee (*Pipilo chlorurus*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), California ground squirrel (*Otospermophilus beecheyi*), and mule deer.

Bitterbrush

The bitterbrush land cover within both the planning area and town is composed of antelope bitterbrush that is often not in pure stands but found with other shrub species such as big sagebrush and rubber rabbitbrush. Tree species such as Jeffrey pine and lodgepole pine may also occur in relatively small proportions (i.e., less than 10 percent total tree cover), along with grasses and forbs such as buckwheat (*Eriogonum* spp.) and big galleta (*Hilaria rigida*).

Sagebrush

Common in both the planning area and the central and eastern portion of the town, this habitat type is composed of soft-woody shrubs dominated by big sagebrush. Rubber rabbitbrush and antelope bitterbrush are the most common associates of this community within the planning area. Scattered western juniper can also be found associated within this community (i.e., less than 10 percent cover).

Montane Chaparral

The species composition of montane chaparral changes with elevation, soil type, and aspect. Montane chaparral is common within the planning area and western portion of the town. This land cover is characterized by one or more of the following species: tobacco brush, greenleaf manzanita, pinemat manzanita, huckleberry oak, bush chinquapin, and bitter cherry. The herbaceous layer includes grasses such as the noxious weed cheatgrass, and native bottlebrush squirreltail and needle grass. Common forbs include yellow salsify, groundsmoke, and rockcress.

Low Sage

Low sage is a low-growing scrub community comprising a small portion (less than 5 acres) of the planning area, and not found in the town. This type is dominated by low sage (*Artemisia arbuscula* ssp. *arbuscula*) and often associated with antelope bitterbrush, rabbitbrush, or big sagebrush.

Mixed Chaparral

This habitat type is relatively uncommon within the planning area and not found in the town. Mixed chaparral may be composed of co-dominant woody shrub species such as greenleaf manzanita, and tobacco brush. After a disturbance such as wildfire this chaparral type may include an understory of grasses and forbs, which declines as the overstory shrubs mature and the canopy closes.

Alpine-Dwarf Shrub

This shrub community is found in a small (less than 3 acres) higher elevation portion of the planning area, but not within the town. Low growing shrubs such as oceanspray (*Holodiscus discolor*), and mountain white heather (*Cassiope mertensiana*) occur along with non-shrub species. Ground cover reaches 100 percent in wetter or lower elevations and often becomes less dense in drier and higher elevation locations.

Herbaceous-Dominated Habitats

Herbaceous-dominated land covers within the planning area and town are habitat for special-status plants (Table 4.4-1) and wildlife (Table 4.4-2) as well as many common bird and mammal species including red-tailed hawk, northern harrier (*Circus cyaneus*), turkey vulture, mule deer, California ground squirrel, and voles (*Microtus* spp.). Wet meadows also provide habitat for common amphibians such as Pacific tree frog (*Pseudacris regilla*).

Annual Grassland

Found in the planning area and relatively common in the town (approximately 638 acres), annual grasslands are open habitats typically dominated by introduced annual grasses such as wild oats (*Avena occidentalis*), ripgut brome (*Bromus diandrus*), and red brome (*Bromus madritensis* ssp. *rubens*). This habitat also supports other plants such as popcorn flower (*Cryptantha leiocarpa*) and other species of wildflowers.

Perennial Grassland

Found within the planning area but not within the town, perennial grasslands, like annual grasslands, are open habitats; however perennial grasslands are dominated by a different suite of species such as California oatgrass (*Danthonia californica*) and sweet vernal grass (*Anthoxanthum odoratum*).

Wet Meadow

Wet meadows are found within both the planning area and town. At all elevations wet meadows generally have a simple structure consisting of a layer of herbaceous plants, but species diversity is generally high. Shrub or tree layers are usually absent or very sparse; they may, however, be an important feature of the meadow edge. Wet meadows have seasonally saturated soils and are usually associated with an adjacent riparian forest or scrub community, seep, or waterway. Common plants include sedges, rushes, and various wildflower species.

Aquatic Habitat

Aquatic habitats within the planning area provide important habitat for many common animal species including: pacific tree frog, waterfowl, great blue heron (*Ardea herodias*), osprey (*Pandion haliaetus*), red-winged blackbird

(*Agelaius phoeniceus*), American beaver (*Castor canadensis*), and muskrat (*Ondatra zibethicus*), as well as trout and other fish species. These habitats also provide the water for upland species such as mule deer.

Lacustrine

The lacustrine community within the planning area and town includes permanently flooded lakes and reservoirs. Donner Lake is the largest lacustrine water within the town and other large waterbodies are present within the planning area (e.g., Prosser Lake, Boca Reservoir). This community also includes intermittent lakes and ponds so shallow that rooted plants can grow over the bottom. Most permanent lacustrine systems support fish life.

Riverine

The riverine community within the planning area and town is made up of perennial and intermittent rivers and streams. Riverine habitats may be surrounded by upland terrestrial habitats or by montane riparian habitat. In the planning area, the riverine land cover type is composed of creeks and streams that are tributaries of the Truckee River, as well as the Truckee River itself.

SENSITIVE HABITATS

Of the land cover types and habitats described above, several are considered sensitive habitat types and are given conservation and management priority by federal, state, and local agencies. Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the state's Porter-Cologne Act. These habitats may be of concern due to rarity on the landscape, locally or regionally declining status, sensitivity to disturbance, the relative importance of these habitats to common and special-status species, or a combination of these factors. The California Department of Wildlife maintains a list of sensitive natural communities, which they define as having limited distribution statewide or within a county or region and that are often vulnerable to environmental effects of projects (CDFW 2018). Sensitive natural communities are ranked by CDFW from S1 to S3, where S1 is critically imperiled, S2 is imperiled, and S3 is vulnerable. This rarity ranking system conforms to the global 2009 NatureServe Conservation Status Assessments: Methodology for Assigning Ranks (Faber-Langendoen et al. 2012). Sensitive natural communities are identified at the alliance level using the standardized statewide classification system presented in the Manual of California Vegetation, which is a more refined level of classification than California Wildlife Habitat Relationships habitat types. Sensitive California Wildlife Habitat Relationships habitats within the town and planning area include aspen, montane riparian, montane hardwood-conifer, wet meadow, fen, Donner Lake, and the Truckee River and its tributaries. In addition, there may be CDFW-designated sensitive natural communities (vegetation alliances or associations) within the more generalized habitat types mapped in the town and planning area.

SPECIAL-STATUS SPECIES

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties that fall into one or more of the following categories, regardless of their legal or protection status:

- officially listed by California or the federal government as endangered, threatened, or rare;
- a candidate for state or federal listing as endangered or threatened;
- taxa (i.e., taxonomic category or group) that meet the criteria for listing, even if not currently included on any list, as described in California Code of Regulations (CCR) Section 15380 of the State CEQA Guidelines;
- species identified by CDFW as species of special concern;
- species listed as fully protected under the California Fish and Game Code;
- species afforded protection under local planning documents; and

- plants considered by the CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR) of 1A (Plants presumed to be extinct in California); 1B (Plants that are rare, threatened, or endangered in California and elsewhere); 2A (Plants presumed to be extinct in California, but more common elsewhere), 2B (Plants that are rare, threatened, or endangered in California but more common elsewhere); 3 (Plants that need review but more information is needed); or 4 (Uncommon in California).

A list of special-status species that are known to occur or may occur in the policy area, provided habitat conditions suitable for the species were present (Table 4.4-1 and Table 4.4-2), was developed through review of available background reports; previous studies conducted in or near the planning area; biological resource databases, including the CNDDB and CNPS Inventory within a 12 quad search area around the town; and an unofficial list obtained from the USFWS Information, Planning, and Consultation (IPaC) (CNDDB 2022; CNPS 2022; USFWS 2022).

The Existing Conditions Report (Town of Truckee 2019) identified special-status species that were currently known to occur or had historically occurred within town limits or within 1 mile of the town limits (Town of Truckee 2019). Due to scope of analysis for this EIR, only species that have been documented within town limits, either currently or historically, are considered known to occur. Species that are not known to occur within town limits but have been documented within the twelve USGS quadrangles surrounding the town and have potentially suitable habitat within the policy area, are considered to have potential to occur. Species that are known to occur within the town limits are in **bold** font.

Plants

Based on the database searches and literature review, 46 special-status plants were identified as known to occur or with potential to occur in the policy area (Table 4.4-1). There are 29 plant species that are considered sensitive by the Tahoe National Forest. Of the 30 species determined to be sensitive by the Tahoe National Forest, 27 have a CRPR of 1B, 2B, 3, or 4. Species that are designated CRPR 3 and CRPR 4 do not always meet the CEQA definition of special-status species, but these species were included in this analysis because they are Forest Service sensitive species. The remaining twenty plants have a CRPR of 1B or 2B.

Table 4.4-1 Special-Status Plant Species That Are Known or Have Potential to Occur within the Town of Truckee and SOI

Species	Status[1]			Habitat and Blooming Period
	Federal	State	CRPR	
Mountain bent grass *Agrostis humilis*	–	–	2B.3	Limestone, wetland. Alpine boulder and rock field, meadows and seeps, subalpine coniferous forest. Sometimes on calcareous substrates. 5,000–11,155 feet in elevation. Blooms July–September.
Galena Creek rockcress *Boechera rigidissima* (synonym: *Arabis rigidissima* var. *demote*)	USFS-S	–	1B.2	Broadleaved upland forest, upper montane coniferous forest. Rocky areas in open conifer forest. Well-drained, stony soil underlain by basic volcanic rock. 5,900–8,400 feet in elevation. Blooms July–August.
Threetip sagebrush *Artemisia tripartita* ssp. *tripartita*	–	–	2B.3	Upper montane coniferous forest. Openings in the forest. Rocky, volcanic soils. 7,495–8,005 feet in elevation. Blooms August.
Lemmon's milk-vetch *Astragalus lemmonii*	USFS-S	–	1B.2	Lakeshores, meadows, and seeps. 3,305–7,220 feet in elevation. Blooms May–August.
Upswept moonwort *Botrychium ascendens*	USFS-S	–	2B.3	Lower montane coniferous forest, meadows, and seeps. Grassy fields, coniferous woods near springs and creeks. 3,655–10,715 feet in elevation. Blooms July–August.
Scalloped moonwort *Botrychium crenulatum*	USFS-S	–	2B.2	Wetland. Bogs and fens, meadows and seeps, upper montane coniferous forest, lower montane coniferous forest, marshes, and swamps. Moist meadows, freshwater marsh, and near creeks. 3,885–10,205 feet in elevation. Blooms June–September.

Species	Status[1]			Habitat and Blooming Period
	Federal	State	CRPR	
Common moonwort *Botrychium lunaria*	USFS-S	–	2B.3	Meadows and seeps, subalpine coniferous forest, upper montane coniferous forest. 6,400–11,205 feet in elevation. Blooms August.
Mingan moonwort *Botrychium minganense*	USFS-S	–	2B.2	Wetland. Lower montane coniferous forest, upper montane coniferous forest, bogs and fens, meadows, and seeps. Creekbanks in mixed conifer forest. 3,905–10,810 feet in elevation. Blooms July–September.
Western goblin *Botrychium montanum*	USFS-S	–	2B.1	Lower montane coniferous forest, upper montane coniferous forest, meadows, and seeps. Creekbanks in old-growth forest. 4,690–7,975 feet in elevation. Blooms July–September.
Bolander's bruchia *Bruchia bolanderi*	USFS-S	–	4.2	Lower montane coniferous forest, meadows and seeps, upper montane coniferous forest. Moss which grows on damp clay soils. Seems to colonize bare soil along streambanks, meadows, fens, and springs. This species has an ephemeral nature and is disturbance adapted. 5,280–10,960 feet in elevation.
Davy's sedge *Carex davyi*	–	–	1B.3	Subalpine coniferous forest, upper montane coniferous forest. 4,790–10,600 feet in elevation. Blooms May–August.
Woolly-fruited sedge *Carex lasiocarpa*	–	–	2B.3	Sphagnum bogs, freshwater marsh, lake margins. 1,970–6,400 feet in elevation. Blooms June–July.
Mud sedge *Carex limosa*	–	–	2B.2	Bogs and fens, lower montane coniferous forest, meadows and seeps, marshes and swamps, upper montane coniferous forest. In floating bogs and soggy meadows and edges of lakes. 4,495–9,155 feet in elevation. Blooms June–August.
Clustered lady's-slipper *Cypripedium fasciculatum*	USFS-S	–	4.2	North Coast coniferous forest, lower montane coniferous forest. Sometimes in serpentine seeps and moist streambanks. 325–7,990 feet in elevation. Blooms March–August.
Mountain lady's-slipper *Cypripedium montanum*	USFS-S	–	4.2	Lower montane coniferous forest, broadleafed upland forest, cismontane woodland, north coast coniferous forest. On dry, undisturbed slopes. 605–7,300 feet in elevation. Blooms March–August.
Branched collybia *Dendrocollybia racemosa*	USFS-S	–	–	*Dendrocollybia* is obligately associated with growth on the fruit bodies of other fungi, the others being *Squamanita*, *Asterophora*, and *Collybia*. *Dendrocollybia* is also found less commonly in deep coniferous duff, in groups or small clusters.
English sundew *Drosera anglica*	–	–	2B.3	Wetland. Bogs and fens, meadows. 4,265–6,570 feet in elevation. Blooms June–September.
Blandow's bog moss *Elodium blandowii* (synonym: *Helodium blandowii*)	USFS-S	–	2B.3	Meadows and seeps, subalpine coniferous forest. Moss growing on damp soil, especially under willows among leaf litter. 4,885–10,010 feet in elevation.
Oregon fireweed *Epilobium oreganum*	–	–	1B.2	Bogs and fens, lower montane coniferous forest, upper montane coniferous forest. In and near springs and bogs; at least sometimes on serpentine. 1,640–7,350 feet in elevation. Blooms June–September.
Starved daisy *Erigeron miser*	USFS-S	–	1B.3	Upper montane coniferous forest. Rocky, granitic outcrops. 5,085–9,105 feet in elevation. Blooms June-October.
Donner Pass buckwheat *Eriogonum umbellatum* var. *torreyanum*	USFS-S	–	1B.2	Upper montane coniferous forest, meadows, and seeps. Steep slopes and ridgetops; rocky, volcanic soils; usually in bare or sparsely vegetated areas. 6,085–8,600 feet in elevation. Blooms July-September.
Subalpine aster *Eurybia merita*	–	–	2B.3	Upper montane coniferous forest. 4,265–6,565 feet in elevation. Blooms July–August.

Species	Status[1]			Habitat and Blooming Period
	Federal	State	CRPR	
American manna grass *Glyceria grandis*	–	–	2B.3	Wetland. Bogs and fens, meadows and seeps, marshes and swamps. Wet meadows, ditches, streams, and ponds, in valleys and lower elevations in the mountains. 195–6,710 feet in elevation. Blooms June–August.
Sierra Valley ivesia *Ivesia aperta* var. *aperta*	USFS-S	–	1B.2	Great Basin scrub, pinyon and juniper woodland, lower montane coniferous forest, meadows, and seeps. Usually in loamy soils derived from volcanics. Grassy areas in sagebrush scrub or other communities. 4,855–7,550 feet in elevation. Blooms June–September.
Plumas ivesia *Ivesia sericoleuca*	USFS-S	–	1B.2	Great Basin scrub, lower montane coniferous forest, meadows and seeps, vernal pools. Vernally mesic areas; usually volcanic substrates. 4,315-7,005 feet in elevation. Blooms May-October.
Santa Lucia dwarf rush *Juncus luciensis*	USFS-S	–	1B.2	Vernal pools, meadows and seeps, lower montane coniferous forest, chaparral, Great Basin scrub. Vernal pools, ephemeral drainages, wet meadow habitats and streamsides. 985-6,695 feet in elevation. Blooms April-July.
Hutchison's lewisia *Lewisia kelloggii* ssp. *hutchisonii*	USFS-S	–	3.2	Upper montane coniferous forest. On slate; in openings. Sometimes on rhyolite tuff. 2,510–7,760 feet in elevation. Blooms May–August.
Kellogg's lewisia Lewisia kelloggii ssp. kelloggii	USFS-S	–	3.2	Upper montane coniferous forest. Often on slate, sometimes rhyolite tuff. In openings, on ridgetops. 4,805–7,760 feet in elevation. Blooms May–August.
Gray's lomatium *Lomatium grayi*	–	–	2B.3	Rocky outcrops, shallow pockets of soil in rocks and in open habitat in sagebrush, mountain shrub, pinyon-juniper, ponderosa pine, and Douglas fir communities. 4,590–6,515 feet in elevation. Blooms April–June.
Broad-nerved hump moss *Meesia uliginosa*	USFS-S	–	2B.2	Wetland. Meadows and seeps, bogs and fens, upper montane coniferous forest, subalpine coniferous forest. Moss on damp soil. Often found on the edge of fens or raised above the fen on hummocks/shrub bases. 3,595- 9,205 feet in elevation. Blooms July-October.
Sagebrush bluebells *Mertensia oblongifolia* var. *oblongifolia*	–	–	2B.2	Great Basin scrub, lower montane coniferous forest, meadows and seeps, subalpine coniferous forest. Usually in mesic sites. 3,280–9,845 feet in elevation. Blooms April–July.
Hiroshi's flapwort *Nardia hiroshii*	–	–	2B.3	Meadows and seeps. Damp soil with granitic bedrock. 7,200 feet in elevation.
Rayless mountain ragwort *Packera indecora*	–	–	2B.2	Meadows and seeps. Mesic sites. 5,250–6,565 feet in elevation. Blooms July–August.
Western waterfan lichen *Peltigera gowardii*	USFS-S	–	4.2	Riparian forest. On rocks in cold water creeks with little or no sediment or disturbance. Often associated with rich bryophyte flora. 3,495–7,795 feet in elevation.
Closed-throated beardtongue *Penstemon personatus*	USFS-S	–	1B.2	Lower montane coniferous forest, upper montane coniferous forest, chaparral. Usually on north-facing slopes in metavolcanic soils. 3,495–6,955 feet in elevation. Blooms June–September.
Stebbins' phacelia *Phacelia stebbinsii*	USFS-S	–	1B.2	Lower montane coniferous forest, cismontane woodland, meadows, and seeps. Among rocks and rubble on metamorphic rock benches. 2,000–6,595 feet in elevation. Blooms May–July.
Olive phaeocollybia *Phaeocollybia olivacea*	USFS-S	–	–	Fungus producing clustered to gregarious fruiting bodies (i.e., mushrooms) during autumn. Grows in soil in mixed hardwood-conifer forests; fruiting from fall through mid-winter in the Klamath Range (common), Cascade Ranges (not uncommon), and Sierra Nevada (rare).
Nuttall's ribbon-leaved pondweed *Potamogeton epihydrus*	–	–	2B.2	Wetland. Marshes and swamps. Shallow water, ponds, lakes, streams, irrigation ditches. 965–8,665 feet in elevation. Blooms July–September.

Species	Status[1]			Habitat and Blooming Period
	Federal	State	CRPR	
White-stemmed pondweed *Potamogeton praelongus*	–	–	2B.3	Wetland. Marshes and swamps. Deep water, lakes. 5,905–9,845 feet in elevation. Blooms July–August.
Robbins' pondweed *Potamogeton robbinsii*	–	–	2B.3	Wetland. Marshes and swamps. Deep water, lakes. 5,020–10,830 feet in elevation. Blooms July-August.
Alder buckthorn *Rhamnus alnifolia*	–	–	2B.2	Wetland. Meadows and seeps, lower montane coniferous forest, upper montane coniferous forest, riparian scrub. Mesic sites. 4,690- 7,005 feet in elevation. Blooms May-July.
Red-pored bolete *Rubroboletus pulcherrimus* (synonym: *Boletus pulcherrimus*)	USFS-S	–	–	Solitary to scattered in mixed hardwood/conifer wood. Associated with forests containing tanoak (*Lithocarpus densiflora*), Douglas fir, and Giant Fir (*Abies grandis*).
Marsh skullcap *Scutellaria galericulata*	–	–	2B.2	Wetland. Marshes and swamps, lower montane coniferous forest, meadows and seeps. Swamps and wet places. 0–6,400 feet in elevation. Blooms June-September.
Cut-leaf checkerbloom *Sidalcea multifida*	–	–	2B.3	Lower montane coniferous forest, meadows and seeps, Great Basin scrub, pinyon and juniper woodland. 5,740–9,190 feet in elevation. Blooms May-September.
Northern slender pondweed *Stuckenia filiformis* ssp. *alpina*	–	–	2B.2	Shallow, clear water of lakes, drainage channels, marshes, and swamps. 985–7,055 feet in elevation. Blooms May–July.
Howell's tauschia *Tauschia howellii*	USFS-S	–	1B.3	Subalpine coniferous forest, upper montane coniferous forest. Hot, dry ridge summits and slopes in decomposed granite gravel and red sand. 5,640–8,005 feet in elevation. Blooms June–August.

Notes: CRPR = California Rare Plant Rank; CEQA = California Environmental Quality Act; ESA = Endangered Species Act; CDFW = California Department of Fish and Wildlife; CESA = California Endangered Species Act; SOI = Sphere of Influence. Species that are known to occur within the town limits are in **bold** font.

1 Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected by ESA)

FT Federally Listed as Threatened (legally protected by ESA)

FC Proposed Candidate for Listing under the federal Endangered Species Act

State:

SE State Listed as Endangered (legally protected by CESA)

ST State Listed as Threatened (legally protected by CESA)

SR State Listed as Rare (legally protected by NPPA)

CBR Considered But Rejected

California Rare Plant Ranks (CRPR):

1A Plant species that are presumed extirpated or extinct because they have not been seen or collected in the wild in California for many years. A plant is extinct if it no longer occurs anywhere. A plant that is extirpated from California has been eliminated from California but may still occur elsewhere in its range.

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

CRPR Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)

0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)

0.3 Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Sources: CNDDB 2022; CNPS 2022; USFWS 2022.

Animals

Based on the database searches and literature review, four special-status fish, three special-status amphibians, 12 special-status birds, three special-status invertebrates, and 12 special-status mammals that are known to occur or have potential to occur in the town (Table 4.4-2). Mule deer was included in this list because it is of local concern to CDFW and impacts to deer migration and fawning areas must be evaluated under CEQA, although the species has no formal state or federal status. Species listed, proposed for listing, or candidates for listing under ESA in the vicinity of the town are Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*), Sierra Nevada yellow-legged frog (*Rana sierra*), California wolverine (*Gulo gulo*), bald eagle (*Haliaeetus leucocephalus*), and Sierra Nevada red fox (*Vulpes vulpes necator*). Sierra Nevada yellow-legged frog, California wolverine, and Sierra Nevada red fox are also listed as threatened under CESA. Bald eagle, golden eagle (*Aquila chrysaetos*), and willow flycatcher (*Empidonax traillii*) are also listed as endangered under CESA. Fully protected species in California include bald eagle, golden eagle, greater sandhill crane (*Antigone canadensis tabida*), California wolverine, and ringtail (*Bassariscus astutus*).

Table 4.4-2 Special-Status Wildlife Known to Occur or with Potential to Occur within the Town of Truckee and SOI

Species	Listing Status		Habitat
	Federal	State	
Fish			
Lahontan cutthroat trout *Oncorhynchus clarki henshawi*	FT	–	In the Lower Truckee River watershed, Lahontan cutthroat trout occurs in Pole Creek, a tributary of the Lower Truckee River approximately 8 miles downstream of Tahoe City; additionally, Lahontan cutthroat trout were also released in the Lower Truckee River at Granite Flat Campground upstream from the Town of Truckee (Placer County 2015). They are found in both lake and stream habitats, but spawn only in stream environments. Lahontan cutthroat trout requires gravels and riffles for spawning and generally does not persist with nonnative salmonids.
Lahontan Lake tui chub *Siphateles bicolor pectinifer*	USFS-S	SSC	Aquatic, Great Basin standing waters. Inhabits large, deep lakes. Tolerates a wide range of physiochemical water conditions. Spawns in near-shore shallow areas over beds of aquatic vegetation. An occurrence was documented in 2007 in Lake Tahoe (CNDDB 2022).
Lahontan mountain sucker *Catostomus lahontan*	–	SSC	Occur in the Walker, Carson, Truckee, and Susan River drainages of the Lahontan basin in the eastern Sierra Nevada, but not in the Eagle Lake basin. Also found in the North Fork Feather River drainage, mainly in Red Clover Creek. Found in shallow (less than 2 m), clear, low-gradient streams; associated with diverse substrates, from sand to boulders, in areas with dense cover. Have been found in streams up to approximately 9,200 feet in elevation and at temperatures of 1-25 degrees Celsius. Multiple occurrences have been documented within the policy area, including a 2016 occurrence in the Truckee River and tributaries of the Truckee River, including Prosser Creek (CNDDB 2022).
Mountain whitefish *Prosopium williamsoni*	–	SSC	Inhabit clear, cold streams and rivers at elevations of 4,590–7,545 feet. While they are known to occur in a few natural lakes (e.g., Tahoe), there are few records from reservoirs. In streams, they are generally associated with large pools (less than 3.3 ft or 1 m deep) or deep runs. In lakes, they typically live close to the bottom in fairly deep water, although they will move into shallows during spawning season. Spawning takes place in riffles where depths are greater than 29.5 in (75 cm) and substrates are coarse gravel, cobble, and rocks less than 19.7 in (50 cm) in diameter. An occurrence was documented in 2016 in the Truckee River (CNDDB 2022).
Amphibians			
Northern leopard frog *Lithobates pipiens*	–	SSC	Native range is east of Sierra Nevada-Cascade Crest. Near permanent or semi-permanent water in a variety of habitats. Highly aquatic species. Shoreline cover submerged and emergent aquatic vegetation are important habitat characteristics. An occurrence was documented 7.6 miles southeast of Truckee in 1934 in the Kings Beach area of Lake Tahoe (CNDDB 2022)

Species	Listing Status		Habitat
	Federal	State	
Sierra Nevada yellow-legged frog *Rana sierrae*	FE	ST	Always encountered within a few feet of water. Tadpoles may require 2 to 4 years to complete their aquatic development. An occurrence was documented in 1997 along Alder Creek in the vicinity of the town (CNDDB 2022).
Southern long-toed salamander *Ambystoma macrodactylum sigillatum*	–	SSC	High elevation meadows and lakes in the Sierra Nevada, Cascade, and Klamath mountains. Aquatic larvae occur in ponds and lakes. During non-breeding season adults are terrestrial and associated with underground burrows of mammals and moist areas under logs and rocks. Known from a 2015 occurrence in Coldstream Valley, south of Donner Lake (CNDDB 2022).
Birds			
Bald eagle *Haliaeetus leucocephalus*	FD	SE; FP	Lower montane coniferous forest, old growth. Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter. Nest occurrence recorded at Donner Lake in 2005 (CNDDB 2022).
Black swift *Cypseloides niger*	–	SSC	Coastal belt of Santa Cruz and Monterey Counties; central and southern Sierra Nevada; San Bernardino and San Jacinto Mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely. An occurrence was documented in 1956 approximately 2.3 miles west of Truckee (CNDDB 2022).
California spotted owl *Strix occidentalis occidentalis*	USFS-S	SSC	Broadleaved upland forest, lower montane coniferous forest, and upper montane coniferous forest. Mixed conifer forest, often with an understory of black oaks and other deciduous hardwoods. Canopy closure greater than 40 percent. Most often found in deep-shaded canyons, on north-facing slopes, and within 300 meters of water. California spotted owl has been documented in the Town of Truckee near Trout Creek (CNDDB 2022).
Golden eagle *Aquila chrysaetos*	–	FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Great gray owl *Strix nebulosa*	USFS-S	SE	Resident of mixed conifer or red fir forest habitat, on edge of meadows. Requires large diameter snags in a forest with high canopy closure, which provide a cool sub-canopy microclimate.
Greater sandhill crane *Antigone canadensis tabida*	USFS-S	ST; FP	Marsh and swamp, meadow and seep, wetland. Nests in wetland habitats in northeastern California; winters in the Central Valley. Prefers grain fields within 4 miles of a shallow body of water used as a communal roost site; irrigated pasture used as loafing sites. A nest occurrence was documented in 2017 approximately 2.5 miles west of Truckee at Lake Van Norden (CNDDB 2022).
Harlequin duck *Histrionicus histrionicus*	–	SSC	Breeds on west slope of the Sierra Nevada, nesting along shores of swift, shallow rivers. Nest often built in a recess, sheltered overhead by stream bank, rocks, woody debris, usually within 7 feet of water. An occurrence was documented in 1992 approximately 7.5 miles southwest of Truckee (CNDDB 2022).
Long-eared owl *Asio otus*	–	SSC	Riparian bottomlands with tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.
Northern goshawk *Accipiter gentilis*	–	SSC	Within, and in vicinity of, coniferous forest. Uses old nests and maintains alternate sites. Usually nests on north slopes, near water. Red fir, lodgepole pine, Jeffrey pine, and aspens are typical nest trees. Two nest occurrences within the Town along Prosser Creek and the Truckee River were recorded in 1974 and 1990 (CNDDB 2022).
Olive-sided flycatcher *Contopus cooperi*	–	SSC	Lower montane coniferous forest, redwood, upper montane coniferous forest. Nesting habitats are mixed conifer, montane hardwood-conifer, Douglas fir, redwood, red fir and lodgepole pine. Most numerous in montane conifer forests where tall trees overlook canyons, meadows, lakes, or other open terrain.

Species	Listing Status		Habitat
	Federal	State	
Willow flycatcher *Empidonax traillii*	–	SE	Meadow and seep, riparian scrub, riparian woodland, and wetlands. Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters; 2,000-8,000 feet elevation. Requires dense willow thickets for nesting/roosting. Low, exposed branches are used for singing posts/hunting perches. An occurrence was recorded in 1915 along the Truckee River and a nesting site in 2004 along Prosser Creek (CNDDB 2022).
Yellow warbler *Setophaga petechia*	–	SSC	Riparian plant associations close to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders. An occurrence was documented in Donner Memorial State Park during breeding season in 1988, no nest was found (CNDDB 2022).
Invertebrates			
California floater (freshwater mussel) *Anodonta californiensis*	USFS-S	–	Freshwater lakes and slow-moving streams and rivers. Taxonomy under review by specialists. Generally, in shallow water.
Great Basin rams-horn *Helisoma newberryi*	USFS-S	–	Larger lakes and slow rivers, including larger spring sources and spring-fed creeks. Snails burrow in soft mud.
Western bumble bee *Bombus occidentalis*	USFS-S	–	Bumble bees have three basic habitat requirements: suitable nesting sites for the colonies, availability of nectar and pollen from floral resources throughout the duration of the colony period (spring, summer, and fall), and suitable overwintering sites for the queens.
Mammals			
American badger *Taxidea taxus*	–	SSC	Alkali marsh, alkali playa, alpine, alpine dwarf scrub, bog a fen, brackish marsh, broadleaved upland forest, chaparral, chenopod scrub, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.
California wolverine *Gulo gulo*	FC	ST; FP	Alpine, alpine dwarf scrub, meadow and seep, montane dwarf scrub, north coast coniferous forest, riparian forest, subalpine coniferous forest, upper montane coniferous forest, wetland. Historic range includes north coast mountains and the Sierra Nevada. Found in a wide variety of high elevation habitats. Needs water source. Uses caves, logs, burrows for cover and den area. Hunts in more open areas. Can travel long distances. Known to occur in the vicinity of the Town from an occurrence in 1991 along Prosser Creek (CNDDB 2022). In 2008, a wolverine was detected on a trail camera in Tahoe National Forest near the Town of Truckee (CNDDB 2022), and what is presumed to be the same wolverine has since been detected several additional times, including in 2016 in Tahoe National Forest. This animal is currently the only known wolverine in California.
Fringed myotis *Myotis thysanodes*	USFS-S	–	In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood and hardwood-conifer. Uses caves, mines, buildings or crevices for maternity colonies and roosts.
Mule deer *Odocoileus hemionus*	–	No formal status; however, species is of high management concern to CDFW	In the planning area, early to mid-successional forests, woodlands, and riparian and brush habitats are preferred because of the greater diversity of shrubby vegetation and woody cover. Optimal deer fawning habitat has been described as having moderate to dense shrub cover near forest cover and water, such as riparian zones. A source of surface water (e.g., creek or river) is especially important to mule deer. Typical fawning habitat varies in size, but an area of 5–26 acres is adequate, with optimal fawn-rearing habitat of around 400 acres.
Pallid bat Antrozous pallidus	USFS-S	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.

Species	Listing Status		Habitat
	Federal	State	
Ringtail *Bassariscus astutus*	–	FP	Riparian habitats, forest habitats, and shrub habitats in lower to middle elevations. Usually found within 0.6 mile of a permanent water source.
Sierra marten *Martes caurina sierrae*	USFS-S	–	Mixed evergreen forests with more than 40 percent crown closure along Sierra Nevada and Cascade mountains. Needs variety of different-aged stands, particularly old-growth conifers and snags which provide cavities for dens/nests. An occurrence was documented in 2015, approximately 1.5 miles south of Donner Lake (CNDDB 2022).
Sierra Nevada mountain beaver *Aplodontia rufa californica*	–	SSC	Riparian forest, riparian scrub, riparian woodland. Dense growth of small deciduous trees and shrubs, wet soil, and abundance of forbs in the Sierra Nevada and east slope. Needs dense understory for food and cover. Burrows into soft soil. Needs abundant supply of water. There are several documented occurrences less than 1.7 miles south of the planning area.
Sierra Nevada snowshoe hare *Lepus americanus tahoensis*	–	SSC	Riparian woodland. Boreal riparian areas in the Sierra Nevada. Thickets of deciduous trees in riparian areas and thickets of young conifers. The CNDDB contains a documented occurrence from 1915 of the species within the vicinity of the Town (CNDDB 2022).
Sierra Nevada red fox *Vulpes necator*	FC; USFS-S	ST	Alpine, alpine dwarf scrub, broadleaved upland forest, meadow and seep, riparian scrub, subalpine coniferous forest, upper montane coniferous forest, wetland. Historically found from the Cascades down to the Sierra Nevada. Found in a variety of habitats from wet meadows to forested areas. Use dense vegetation and rocky areas for cover and den sites. Prefer forests interspersed with meadows or alpine fell-fields. The CNDDB contains a detection in Truckee from 1994 (CNDDB 2022). Only two small populations of Sierra Nevada red fox are currently known: one near Lassen Peak and one near Sonora Pass.
Townsend's big-eared bat *Corynorhinus townsendii*	USFS-S	SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.
Western white-tailed jackrabbit *Lepus townsendii townsendii*	–	SSC	Alpine dwarf scrub, Great Basin grassland, Great Basin scrub, pinyon and juniper woodlands, subalpine coniferous forest. Sagebrush, subalpine conifer, juniper, alpine dwarf shrub and perennial grassland. Open areas with scattered shrubs and exposed flat-topped hills with open stands of trees, brush, and herbaceous understory.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act. Species that are known to occur within the town limits are in bold font.

1 Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)
FT Federally Listed as Threatened (legally protected)
FD Federally Delisted
FC Proposed Candidate for Listing under the federal Endangered Species Act

State:

FP Fully Protected (legally protected)
SSC Species of Special Concern (no formal protection other than CEQA consideration)
SE State Listed as Endangered (legally protected)
ST State Listed as Threatened (legally protected)
SC State Candidate for listing (legally protected)
SD State Delisted

Sources: CNDDB 2022; CNPS 2022; USFWS 2022.

WILDLIFE MOVEMENT AND MIGRATORY CORRIDORS

Wildlife corridors are used for both movement and migration purposes. Movement corridors are used by wildlife to access food, cover, breeding grounds, and water within their home range. The width of movement corridors varies depending on the topography, vegetation types, and surrounding land uses. Migration corridors support annual movement between summer and winter ranges. Movement and migration corridors are critical to wildlife, including

the Verdi subunit of the Loyalton-Truckee mule deer herd. The regional wildlife corridors in the planning area are largely associated with natural habitat (e.g., Tahoe National Forest, rivers, riparian habitat), and Essential Connectivity Areas (ECAs) are mapped to the west and south of the policy area.

Some of the important areas for habitat connectivity in California were mapped as ECAs for the California Essential Habitat Connectivity Project, which was commissioned by the California Department of Transportation and CDFW with the purpose of making transportation and land-use planning more efficient and less costly, while helping reduce dangerous wildlife-vehicle collisions (Spencer et al. 2010). The ECAs were not developed for the purposes of defining areas subject to specific regulations by CDFW or other agencies.

Mule Deer Movement, Fawning Areas, and Migratory Corridors

The Verdi subunit of the Loyalton-Truckee mule deer herd migrates annually from Nevada along the Truckee River, through the eastern portion of the planning area and disperses through Martis Valley in the spring season (CDFG 1982; CDFG 2010) to critical fawning habitat near Dry Lake southeast of the Town, and Lookout Mountain at the southern edge of the planning area (Town of Truckee 2015). After fawning, this deer herd leaves the fawning habitat and disperses back into the Martis Valley to forage prior to migrating down the Truckee River into Nevada. Individuals migrate along the northern and southern sides of Interstate 80 (I-80) and a portion of the herd must cross I-80 in order to disperse into Martis Valley in the spring season and migrate back to Nevada in the autumn. During the summer months (July–September) this mule deer herd has been known to occur in the policy area around Donner Lake to the north and east (Figures 4.4-3 and 4.4-4). Over the last 15 plus years, migratory habitat loss and fragmentation has increased throughout the herd's range. The loss of wintering habitat due to livestock grazing, fires, and development, as well as reduced access to wintering areas may be the primary causes of the declining mule deer population (Town of Truckee 2015).

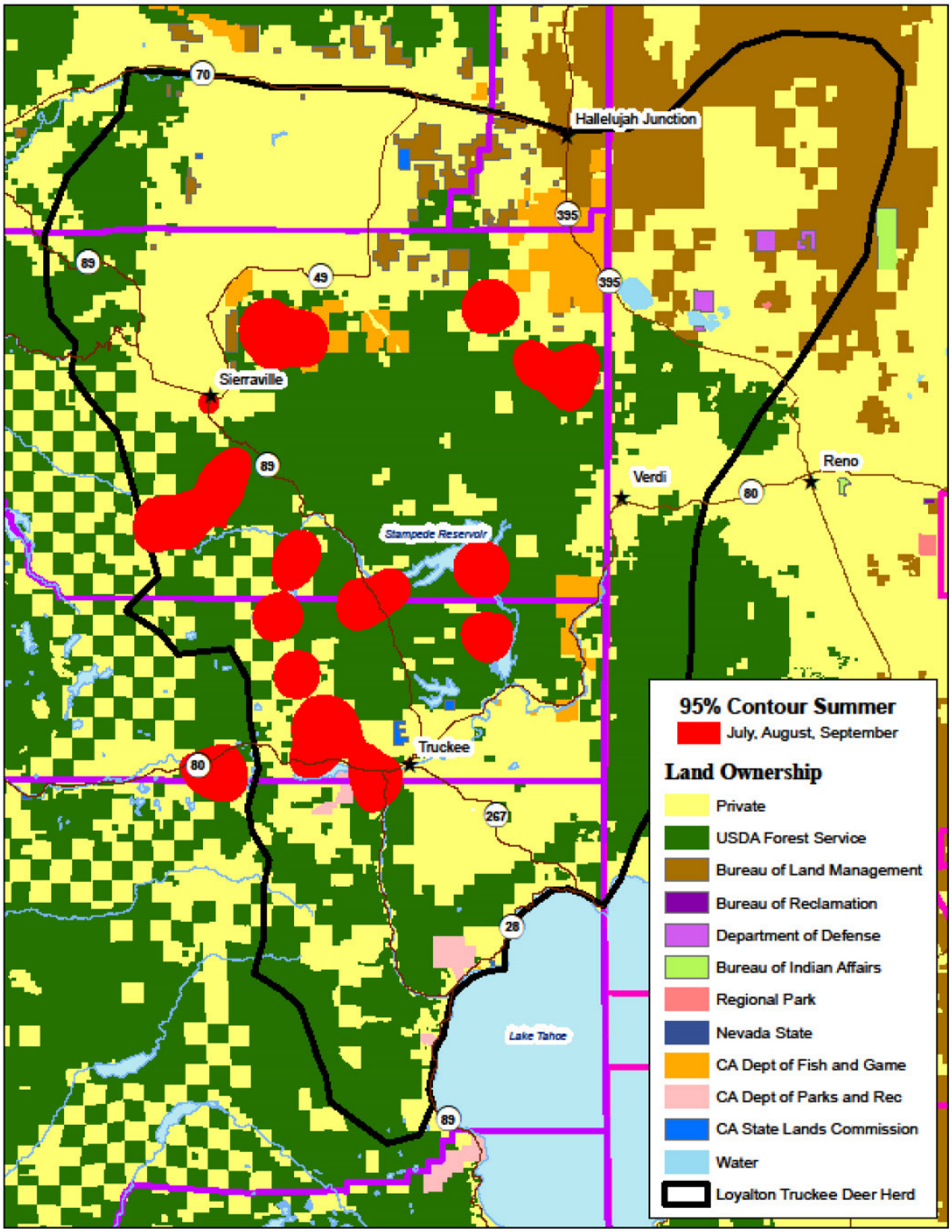
CRITICAL HABITAT

Critical habitat is mapped by USFWS and is defined in ESA as specific geographic areas that contain features essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that may be needed for its recovery. Given the large scale at which USFWS maps critical habitat, it may also include areas that are not suitable for a species and would not be occupied. As illustrated in Figure 4.4-5, critical habitat for the Sierra Nevada yellow-legged frog is present within the western and southern portions of the planning area and just within the western edge of the town limit, to the west of Donner Lake (USFWS 2016).

A critical habitat designation only applies to activities performed by federal agencies or that involve a federal permit, license, or funding, and that are likely to destroy or adversely affect the area of critical habitat. The Town of Truckee is not required to consult with USFWS for nonfederal actions within critical habitat. However, if projects involved Tahoe National Forest land, it would be considered a federal action. Further, critical habitat is described in this EIR for informational purposes and to highlight the importance these areas may have to the recovery of Sierra Nevada yellow-legged frog.

NATIVE WILDLIFE NURSERY SITES

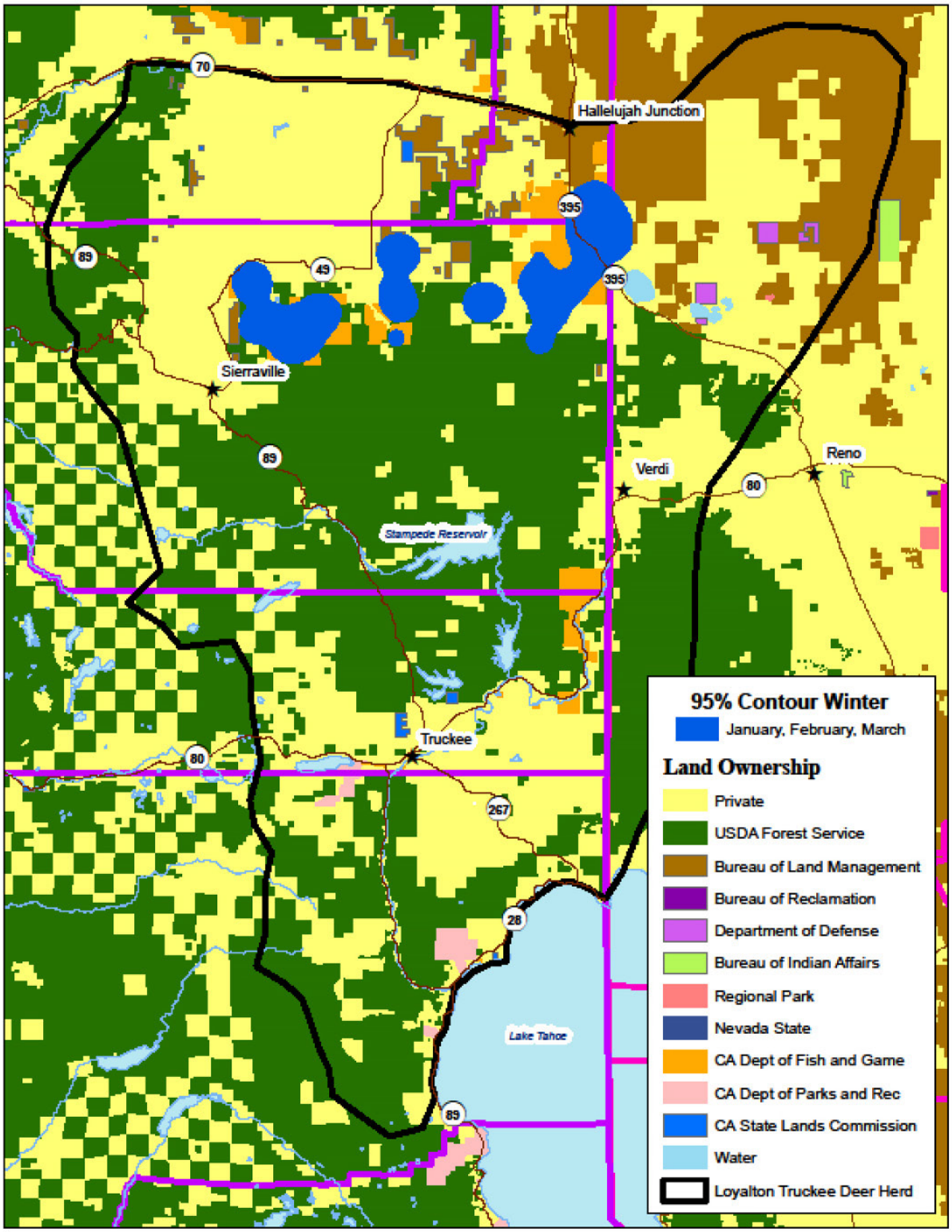
Nursery sites are locations where fish and wildlife concentrate for hatching and/or raising young, such as nesting rookeries for birds, spawning areas for native fish, fawning areas for deer, monarch overwintering sites, and maternal roosts for bats. Nursery sites are considered for native wildlife that are not defined and otherwise considered under CEQA as special-status species. The policy area could contain a variety of wildlife nursery sites. Native nursery sites are not mapped for the planning area and would need to be identified and evaluated at a project-specific level.



18010093.01 GRX 028

Source: CDFG 2010.

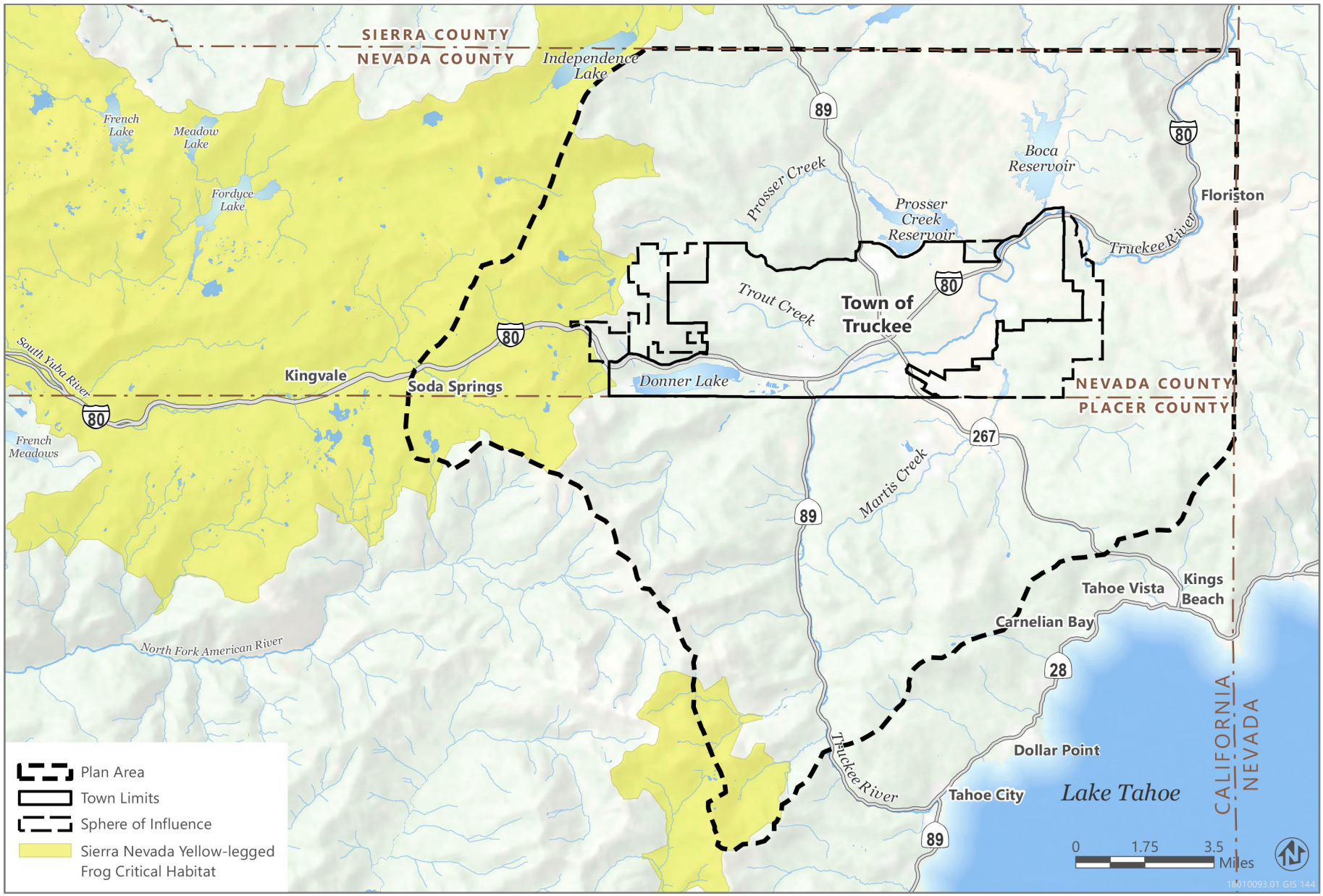
Figure 4.4-3 Summer Contours – 95% of collar locations in July, August, and September



18010093.01 GRX 029

Source: CDFG 2010.

Figure 4.4-4 Winter Contours – 95% of collar locations in January, February, and March



Source: Data downloaded from USFWS in March 2022.

Figure 4.4-5 Sierra Nevada Yellow-Legged Frog Critical Habitat

4.4.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

This program-level analysis identifies the potential impacts of implementation of the GPU on biological resources. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). To perform this analysis, the following existing data sources were reviewed to determine the known distribution of biological resources: the Existing Conditions Report; the planning area's aerial imagery and other relevant biological GIS data layers such as wetlands, waterbodies, vegetation, habitat connectivity and wildlife corridors; and updated CNDDB, CNPS Inventory of Rare and Endangered Plants of California database, and USFWS Information for Planning and Consultation system search results (CNDDB 2022; CNPS 2022; USFWS 2022).

Adoption of the project would not result in any changes to existing conditions; however, subsequent development could affect biological resources. The analysis evaluates potential biological resources impacts based on the future development that could occur. The relative location of future development is then compared to known special-status species ranges; known occurrences of special-status species and habitats; known locations of sensitive habitats, including sensitive natural communities, riparian habitat, and waters of the United States and State; wildlife movement corridors; and wildlife nursery sites (e.g., heron rookeries, deer fawning areas, bat roosts). The analysis evaluates the ability of GPU policies and implementation programs to avoid or substantially reduce adverse impacts on biological resources.

Impacts evaluated include permanent and temporary, and direct and indirect impacts resulting from future development under the GPU. Future development would involve construction activities such as ground disturbance, grading, vegetation removal, placement of new structures and roads, and potentially increased human activity. These activities could result in the direct loss or injury of special-status species or loss or degradation of sensitive habitats if present within the footprint of a given project. Implementation of the GPU could also result in conversion of special-status species habitat, potentially resulting in indirect impacts (i.e., physical changes in the environment which are not immediately related to a project, but are caused indirectly by a project) on special-status species, wildlife corridors, and native wildlife nursery sites, including displacement of wildlife species from occupied habitat, special-status species habitat fragmentation and edge effects, introduction of invasive plant or wildlife species, increased or polluted water runoff, increased levels of noise or nighttime lighting, alteration of stream flow characteristics or fire cycles, and increased human activity as a result of increased development intensity.

Under the GPU, development is being directed towards the seven community developed areas, including the four community plan areas (Tahoe Donner, Coldstream, Joerger Ranch, and Downtown, which consists of Railyard and Hilltop). For rural areas in the town limits, land use designations include rural residential and very low density residential. Rural development is to provide rural living and is appropriate for clustered infill development away from environmentally sensitive areas and open space preservation. For already existing subdivisions and neighborhoods, land use designations include low density residential, medium density, medium high density, and high density. The commercial land use designations are for land at major interchanges, the Brockway corridor, and near the airport.

Because of the programmatic nature of the GPU, a precise, project-level analysis of the impacts of individual projects is not possible at this time; the analysis is maintained at the programmatic level. Although projected development would be limited and would be encouraged to be concentrated in and around developed areas, which would minimize or avoid impacts, some impacts may occur within developed areas, such as in natural habitats at the fringe of the communities or within drainages. Development may also occur outside community developed areas.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on biological resources if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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 CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS;
- 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;
- 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;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to biological resources. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Conservation and Open Space Element

GOAL COS-1: Open Space Preservation. Preserve existing open space in Truckee and increase the amount of open space under permanent protection.

- Policy COS-1.3: Preservation of Open Space. Encourage development patterns that maximize preservation of land in open space.
- Policy COS-1.5: Donner Memorial State Park as Pristine Open Space. Support the preservation of Donner Memorial State Park in its present largely undeveloped state as a pristine open space area, and support expansion of the park to encompass additional undeveloped open space.
- Policy COS-1.7: Open Space Corridors. Preserve existing open space corridors, increase connectivity between open space areas within and beyond the town limits, and integrate publicly accessible trails and open space corridors into new development to the extent feasible to create contiguous habitat areas, enhance public access, and promote community health.

GOAL COS-2: Truckee River and Donner Lake Protection. Preserve and enhance the Truckee River corridor and Donner Lake and the exceptional natural, scenic, economic, biological, and recreational values they provide.

- Policy COS-2.1: Truckee River and Donner Lake Management. Ensure adequate management of the Truckee River and Donner Lake and their riverbanks or shorelines to restore riparian habitat, improve and maintain water quality, limit flood risks, and offer recreational opportunities.
- Policy COS-2.2: Limited Development in Setbacks. Prohibit development in the established setback areas from the Truckee River and Donner Lake, consistent with the River Protection Overlay District and the Donner Lake and River/Stream Development Standards of the Development Code. Grading, landscaping, and drainage within the

established setback area shall also be subject to strict controls. Improvements for public access and use may be allowed in the established setbacks.

- Policy COS-2.3: Enhancement of Degraded Areas. Enhance degraded areas in the Truckee River and Donner Lake 100-year floodplain through habitat restoration, trail construction and/or maintenance, and amenity improvements.
- Policy COS-2.4: Support for Local Waterway Organizations. Support the efforts of local community and nonprofit organizations to conduct ecological studies of the Truckee River and Donner Lake and their associated waterways, undertake water quality monitoring, and perform cleanup and restoration activities.
- Policy COS-2.7: Development along Truckee River and Donner Lake. Regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their scenic, recreational, and habitat values.
- Action COS-2.A: Management Plans for Truckee River and Donner Lake. Work with the Truckee River Watershed Council, Truckee Donner Recreation and Park District (TDRPD), and other agencies to develop comprehensive, long-term management plans for the Truckee River corridor and Donner Lake. The plans should treat the Truckee River and Donner Lake and their associated riparian, wetland, and meadow habitats as holistic systems and should address the complete range of issues associated with the river and the lake, including scenic and habitat values, opportunities for riparian restoration and enhancement, flood protection, water quality, and access and recreation opportunities.

GOAL COS-3: Biological Resources. Protect sensitive biological resources, specifically special-status wildlife, streams and wetlands, and significant wildlife movement corridors.

- Policy COS-3.1: Biological Resource Open Space. Preserve and improve the integrity and continuity of biological resource open space areas, including sensitive habitat and wildlife movement corridors, through permanent open space protection and restoration. When reviewing development proposals, consider:
  - sensitive habitat and wildlife movement corridors in the areas adjacent to development sites, as well as on the development site itself;
  - prevention of habitat fragmentation and loss of connectivity;
  - use of appropriate protection measures for sensitive habitat areas such as non-disturbance easements and open space zoning;
  - off-site habitat restoration as a potential mitigation, provided that no net loss of habitat value results; and
  - potential mitigation or elimination of impacts through mandatory clustering of development or project redesign.
- Policy COS-3.2: Protection of Resources Through Development Standards. Apply setbacks and other development standards to preserve riparian corridors, streams, and wetland areas and the scenic, recreational, and biological values these areas provide.
- Policy COS-3.3: Requirements for Biological Surveys. Require a site survey, conducted by a qualified biologist, for development on sites with the potential to contain critical or sensitive habitat or where special-status species may be present. Where special-status species are present, require mitigation in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species. Mitigation shall include implementation of impact minimization measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for unavoidable impacts.
- Policy COS-3.4: Protection of Sensitive Habitats and Wildlife Corridors. Require that all new development avoid identified sensitive habitats, wetlands, other non-wetland waters, native wildlife nursery sites, and wildlife corridors within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting) in wildlife corridors.

- **Policy COS-3.5: Protection of Native Plant Species.** Protect native plant species in undisturbed portions of a development site and encourage planting and regeneration of native plant species wherever possible in undisturbed portions of the project site. Encourage use of locally collected, native seeds from near the study area, in the same watershed, and at a similar elevation for revegetation of sites disturbed by construction.
- **Policy COS-3.6: Eradication of Invasive Plants.** Support efforts to eradicate invasive plants and noxious weeds on public and private property.
- **Policy COS-3.7: Habitat Restoration on Town and Special District Property.** Encourage restoration of native habitat on Town- and Special District–owned property.
- **Action COS-3.A: Management and Protection of Sensitive Biological Resources.** Coordinate with the California Department of Fish and Wildlife, the US Fish and Wildlife Service, and local interest groups to prepare a comprehensive plan for the management and protection of sensitive biological resources such as wetlands, riparian corridors, and critical habitat areas. The plan should address all known critical habitat areas, wildlife movement corridors, and deer migration routes and should include mapping of sensitive biological resources, identification of potential development conflicts, and establishment of wetland setbacks.
- **Action COS-3.B: Monitoring of Sensitive Resources.** Monitor the health of sensitive wildlife and habitat resources in Truckee and ensure the continued effectiveness of General Plan policies intended to protect, preserve, and enhance these resources.
- **Action COS-3.C: Education Strategy for Property Owners.** Develop guidelines and an education strategy for property owners about issues concerning development near or adjacent to sensitive wildlife habitats. The guidelines should clearly define the range of activities allowed in buffer areas adjacent to sensitive habitats.
- **Action COS-3.D: Incentives for Protection of Significant Wildlife Habitat and Sensitive Biological Resources.** Create incentives for the permanent protection of areas of significant wildlife habitat and sensitive biological resources.
- **Action COS-3.E: List and Map of Special-Status Species in Truckee.** Establish, maintain, and regularly update a list and GIS-based map of the occurrence of rare, threatened, endangered, and other special-status species known or suspected to occur in Truckee and its immediate vicinity to be used in the development review process to evaluate the need for detailed biological resource assessments. The list and map should be established in 2025, should include special-status or rare and endangered species identified by the California Department of Fish and Wildlife and the California Native Plant Society, and should be monitored and updated every 2 years.
- **Action COS-3.F: Standards for Mule Deer Migration Corridors.** Amend the Development Code to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost.
- **Action COS-3.G: Requirements for Preconstruction Survey of Invasive Plants.** Amend the Development Code to establish requirements for all new development involving ground-disturbing activities to complete a preconstruction survey, conducted by a qualified biologist, to determine the presence of invasive plants. Require treatment of any identified invasive plants and monitoring of treatment effectiveness. Ensure vehicles and equipment used during development projects are clean and weed-free. Prioritize the use of on-site or local fill materials and seeds, and ensure fill materials and seeds are free of invasive or noxious weeds.

GOAL COS-7: Water Quality. Protect water quality and quantity in creeks, lakes, natural drainages, and groundwater basins.

- **Policy COS-7.1: Prohibition against Development in Setbacks.** Development shall be prohibited within established setback areas for streams and waterways, except as otherwise allowed in the Development Code.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to biological resources:

- **LU-RC-5:** Improve the quality of wildlife and fishery habitats in and along the Truckee River and its tributaries.
- **LU-RC-7:** New residential development adjacent to the Truckee River shall be clustered to protect sensitive riparian areas and scenic views to the river.
- **LU-RC-10:** Site and design new development to:
  1. Preserve views of and access to the Truckee River;
  2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values; and
  3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.
- **LU-RC-11:** The following shall guide the determination of development density and intensity:
  - Review the River Protection Overlay District requirements, to require and ensure that visual access to the river is part of all projects.
  - Increase the visibility of the river from parks, trails, sidewalks, roadways, and riverfront businesses.
  - Enforce and preserve the integrity of the required setbacks from the Truckee River. Areas within the designated river setback area shall be protected by a conservation easement or similar mechanism. Access roads shall be located outside setback areas.
  - Prohibit solid fencing and screening of views between buildings.
  - Clustering shall be implemented consistent with the requirements of the applicable zoning district.
- **LU-C-1:** Cluster development to protect aspen groves and other native trees, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- Consistency with Adopted Habitat Conservation Plans

The project area is not located within the plan area of an adopted habitat conservation or natural community conservation plan, or other approved local, regional, or state conservation plan. Nor are any habitat conservation plans, natural community conservation plans, or similar plans being considered in the project area. There would be no impact. Therefore, the project would not conflict with a habitat conservation or natural community conservation plan, and this issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.4-1: 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 CDFW or USFWS

Project development under the GPU may result in the disturbance or loss of special-status plant and animal species. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. This impact would be **less than significant**.

For the purposes of this analysis, special-status plant and animal species include those designations described in Section 4.4.2, "Environmental Setting," above. A total of 46 special-status plant species and 34 special-status wildlife species are known or have potential to occur within the policy area (Tables 4.4-1 and 4.4-2). Special-status species known to occur in the town are commonly associated with sensitive habitats, such as riparian and wetland habitats.

Projected development that occurs in the vicinity of rivers and creeks may be within habitat suitable for species such as Sierra Nevada yellow-legged frog and Lahontan cutthroat trout. In addition to the rivers and creeks that may be disturbed, projected development under the GPU could disturb upland habitats and the sensitive plant and animal species that may occupy them. Furthermore, the wide variety of habitats within Truckee, including those already largely developed, can support many species of nesting birds, including special-status species such as bald eagle and California spotted owl, as well as many common bird species that are protected by MBTA and California Fish and Game Code. Disturbance of special-status plants such as the CRPR 1B.2 ranked and Tahoe National Forest sensitive species *Plumas ivesia*, which has several documented occurrences in the town, could result in reductions in local population size, habitat fragmentation, or reduced reproductive success.

Potential direct impacts on special-status species include injury or mortality that may occur during projected development under the GPU. Direct impacts also include habitat modification and loss that would result in mortality or otherwise alter foraging and breeding behavior substantially enough to cause injury to special-status wildlife species. Indirect impacts could result from pollutants transported by urban runoff and other means, airborne particulates, changes in vegetation resulting from changes in land use and management practices, altered hydrology from the construction of adjacent development and roadways, altered fire cycles, habitat fragmentation, increased level of noise or nighttime lighting, and the introduction or spread of invasive species or noxious weeds. Indirect impacts could be caused by the spread of invasive species or noxious weeds that out-compete native species and/or alter habitat towards a state that is unsuitable for special-status species. For example, the spread of certain weed species can reduce the biodiversity of native habitats, potentially eliminating special-status plant species and reducing the availability of suitable forage and breeding sites for special-status animal species. However, for discretionary projects, the Town requires implementation of best management practices (BMPs) to prevent or reduce the construction-related introduction or spread of invasive plants (Action COS-3.G). Indirect impacts could also result from increased access by humans and domestic animals, particularly in areas where trails, bike paths, and other transportation infrastructure would be located.

Although habitat for special-status plant and animal species may be directly or indirectly affected, potential disturbances or loss as a result of projected development under the GPU are expected to be focused within the community developed areas. Additionally, under the GPU, each discretionary project that could affect biological resources would require a biological survey on the development site (Policy COS-3.3). For species listed as threatened or endangered under ESA or CESA, which are considered the species rarest and most vulnerable to disturbance or loss as a result of development, existing state and federal laws require consultation and take authorization. Potential impacts would need to be addressed through site-specific environmental review and permitting requiring development and implementation of project-specific conservation measures to minimize or avoid impacts through the design process, and potentially by providing compensatory or other mitigation for any adverse effects on these species as a condition of project approval. Specifically, USFWS and CDFW would not permit

a project that would degrade habitat or result in take of a state or federally listed species without compensatory mitigation to offset losses of state or federally listed species and their habitat.

For other special-status species that have less formal regulatory protection (e.g., CDFW species of special concern, rare plants not protected by CESA or ESA), potential effects would differ based on the type and location of the project. Development allowed by the GPU may result in the loss of habitat for these species. Future, project-level analysis would determine the details of any specific effects described in this program-level EIR. Impacts on special-status species not protected under CESA or ESA would potentially be minimized or avoided through the design process (e.g., conducting surveys and modifying the project to avoid special-status species) or through implementation of mitigation for any significant impacts as a condition of project approval (e.g., limited operating periods for construction and operations, or compensatory measures for impacts to special-status species) (Policy COS-3.3). Project-specific review would evaluate consistency with applicable state and federal requirements and standards to reduce impacts on special-status species. For species for which standard, established mitigation guidance exists , projects subject to consistency with the GPU would follow these standards or provide a similar level of protection.

In addition to existing state and federal laws and permitting processes, the GPU includes several policies and actions intended to further reduce potential impacts on habitats and special-status species and require biological surveys and mitigation for significant effects. For example, Policies COS-1.3COS-1.7, COS-3.1, COS-3.4, COS-3.2, COS-7.1, COS-3.3, COS-3.5, , COS-3.6, COS-7.1, CC-2.1, CC-2.2, SN-2.5, SN-2.7, SN-8.1, SN-8.4 and Actions COS-3.A, COS-3.B, COS-3.D, and COS-3.E address open space conservation and encourage development to occur within the community plan and other development areas. Other policies support invasive species eradication and native species protection, planting, and regeneration, require , biological survey requirements when sensitive species may be present, and support preservation of open space to limit habitat fragmentation. The GPU also addresses indirect effects on special-status species and habitat related to light pollution, noise, urban runoff, altered hydrology, and fire regimes. It also includes incentives for conserving sensitive habitats. Policy COS-3.3 requires biological surveys for all development sites in areas where special status species may be present and mitigation measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for impacts where avoidance is infeasible. Policy COS-3.4 requires that all new development avoid identified sensitive habitats, wetlands, other non-wetland waters within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features.

Future development under the GPU may result in direct or indirect impacts on special-status plant species, wildlife species, or habitat. As discussed above, there are 81 special-status species that occur throughout the policy area, in habitats that range from developed areas to riparian open space. Compliance with State law, federal law, and GPU policies and actions would reduce potential impacts of future development under the GPU and require project-level environmental review to evaluate potential impacts on biological resources and mitigate significant impacts on special-status plant and wildlife species. In addition, the GPU includes policies that require reconnaissance surveys for special-status species, specific avoidance and mitigation measures to prevent disturbance or direct loss of these species, and specific compensation requirements if impacts cannot be avoided. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.4-2: Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, or Regulations or by CDFW or USFWS

Projected development under the GPU may result in the loss or degradation of riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. This impact would be **less than significant**.

Projects in the vicinity of rivers and creeks may involve development along riparian corridors. Riparian areas provide wildlife habitat and movement corridors, enabling both terrestrial and aquatic organisms to move along river systems between areas of habitat suitable for these species. Some riparian habitats in the town are located on public land and other land use designations, such as resource conservation open space, where development would not occur. However, some of the riparian habitat on public land is located near areas of potential development, such as the freshwater emergent wetlands in the southeast corner of the SOI and riverine habitat in the northeast corner of the SOI. In addition to montane riparian habitats, wet meadows, and other vegetation communities that are considered sensitive also occur within the town and SOI.

Projected development under the GPU could directly and indirectly affect riparian and other sensitive habitats, due to the distribution of some of these habitats throughout the town. Direct impacts on riparian and other sensitive habitats include permanent removal or disturbance during construction. Indirect impacts include habitat degradation caused by new introductions or spread of invasive plant species incidentally from construction equipment and through selection of invasive landscape plants, as well as erosion and sedimentation in riparian, aquatic, and other sensitive areas during ground disturbance or vegetation removal.

In addition to existing state regulations that protect some sensitive habitats (e.g., riparian and aquatic habitats protected under the California Fish and Game Code), the GPU includes several policies and actions intended to reduce impacts, assist in the protection of sensitive habitats, and conduct biological surveys when sensitive habitat may be present. For example, Policies COS-2.1, COS-2.2, COS-2.7, COS-3.2, COS-3.4, COS-3.3 COS-7.1, and Actions COS-2.A and COS-3.A implement biological survey requirements when sensitive habitat may be present, regulate development along the Truckee River, as well as require setbacks from riparian corridors and other sensitive habitats for development. Policy COS-3.2 calls for the preservation of riparian corridors through application of setbacks and other development standards that respect these resources. Policy COS-3.3 requires biological surveys and mitigation for all development in areas where sensitive habitat may be present.

Development within five of the community plan areas would be guided by the community plans, which include additional policies and actions designed to minimize the disturbance or loss of sensitive habitats. The Downtown Truckee Plan includes policies that would reduce potential impacts on riparian habitat and other sensitive communities within the Downtown Truckee Plan area. Policy LU-RC-7 would protect the riparian habitat adjacent to the Truckee River by requiring new residential projects adjacent to the river to be clustered. Policy LU-RC-11 would require new development to preserve the integrity of the required setbacks from the Truckee River. These policies would help limit the potential for conversion of riparian habitat to developed uses.

Future development may result in potential loss or degradation of riparian habitat, sensitive plant communities, and other sensitive natural communities. Compliance with state and federal law and GPU policies and actions would substantially lessen potential impacts of future development under the GPU to evaluate potential impacts on biological resources and mitigate significant impacts on these habitats. As described above, the policies in support of Goal COS-2 to preserve and enhance the Truckee River corridor and Donner Lake would prohibit development in setbacks (Policy COS-2.2) and provide a mechanism to regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their habitat values (Policy COS-2.7). Policies in support of Goal COS-3 would more broadly protect streams, wetlands, and other sensitive natural communities. Policy COS-3.2 would apply setbacks and other development standards to preserve riparian corridors, streams, and wetland areas. Policy COS-3.3 would require a site survey, conducted by a qualified biologist, for development on sites with the potential to contain sensitive habitat and states, "Mitigation shall include implementation of impact minimization measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for unavoidable impacts."

While projected development under the GPU may result in the loss or degradation of riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.4-3: 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

Projected development under the GPU may result in the loss or degradation of state or federally protected wetlands as defined by Section 404 of the CWA (including marsh, streams, vernal pool), or by the Lahontan RWQCB, through direct removal, filling, hydrological interruption, or other means. However, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Therefore, this impact would be **less than significant**.

The locations, extent, and severity of potential disturbances to wetlands is not known at this time; however, examples of potential impacts include development occurring near waterways such as Truckee River and Trout Creek. Transportation and other infrastructure improvements that may occur to accommodate projected development in the policy area also have the potential to impact wetlands, especially future proposed bridge projects. Indirect impacts caused by projected development under the GPU could include degradation of water quality from increased erosion and sedimentation and altered hydrology through nuisance runoff from construction of impervious surface adjacent to waterways or wetlands, alteration of stream channels, or discharge of stormwater.

Although state or federally protected wetlands may be directly or indirectly affected, potential degradation or loss as a result of projected development under the GPU is expected to be limited and most development is planned within the identified community plan areas. Compliance with existing state and federal regulations and permitting requirements during project-level environmental review would minimize the loss of wetlands and other waters of the United States and State during construction and provide habitat compensation for the unavoidable loss of wetland habitats through CWA Sections 404 and 401, Porter-Cologne Act, and Fish and Game Code Section 1600 et seq. permitting/review processes. These existing regulations require that compensation for unavoidable project-related losses or degradation of these sensitive habitats is achieved in a manner that results in no net loss. Therefore, the potential permanent loss or disturbance of wetlands and other waters of the United States as a result of projected development under the GPU is not expected to be substantial.

In addition to compliance with existing federal and state laws protecting wetlands and other waters, the GPU includes several policies and actions intended to reduce potential impacts on wetlands and other waters and requiring project-level environmental review and mitigation for significant effects. For example, Policies LU-2.8, LU-2.9, COS-2.2, COS-2.3, COS-2.7, COS-3.1, COS-3.2, , COS-3.3, COS-3.4, COS-7.1, and Actions COS-2.A and COS-3.A address open space conservation through clustering development, biological survey requirements when sensitive habitat may be present, set-backs from riparian corridors for development, and preservation of wetlands and other sensitive habitats. Policy COS-3.2 calls for setbacks and other development standards to preserve riparian corridors, streams, and wetland areas.

In addition, the Downtown Truckee Plan includes Policy LU-RC-10 which would require site and design of new development to minimize impacts on wetlands and Policy LU-RC-7 that would reduce potential impacts on wetlands and waterways within the Downtown Truckee Plan area by limited impacts to the Truckee River.

Although projected development under the GPU may result in the loss or degradation of state or federally protected wetlands as defined by Section 404 of the CWA (including marsh, streams, vernal pool), or by the Lahontan RWQCB, through direct removal, filling, hydrological interruption, or other means, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Existing regulations require that compensation for unavoidable project-related losses or degradation (i.e., loss or reduction of habitat function) of these sensitive habitats is achieved in a manner that results in no net loss of aquatic resource area or function. Therefore, the potential permanent loss or disturbance of wetlands and other waters of the United States as a result of projected development under the GPU is not expected to be substantial. Therefore, the impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.4-4: 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

Projected development under the GPU may interfere with the movement of resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors through habitat fragmentation, physical barriers to movement (e.g., fences, buildings, roadways), or anthropogenic noise. Additionally, development under the GPU may result in loss of wildlife nursery sites from direct removal or conversion of habitat or increased anthropogenic noise and human presence. The GPU includes policies that specifically requires that all new development avoid identified native wildlife nursery sites and wildlife corridors within or adjacent to the development site by implementing no-disturbance buffers around these areas or implementing project-specific design features. To support this policy, the Town would amend the Development Code through Action COS-3.F to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost. However, due to the wide variety of future project types, site conditions, and other circumstances associated with future development, complete avoidance of movement corridors or nursery sites may not be feasible. Therefore, this impact would be **significant and unavoidable**.

Developed areas may provide habitat connectivity or contain native wildlife nursery sites, but to a lesser extent than undeveloped areas; thus, concentrating higher intensity development within and adjacent to these areas would minimize potential interference with wildlife movement and native wildlife nursery sites at a programmatic level. In these developed areas, additional growth is not likely to substantially affect wildlife movement unless the parcels contain a feature, such as a creek or drainage, which facilitates important movement within the developed area and would be removed or degraded. Corridors for movement such as riparian areas, drainages, and other natural features) are important for exchange of individuals and subsequently genetic material between wildlife populations. In addition, as projected development further encroaches upon wildlife habitat, increases in human activity in areas where sensitive biological resources could occur would be expected.

Known migration corridors for the mule deer herd occur in the Policy Area (Figure 4.4-3). Wildlife nurseries could be located within or near existing developed areas and could be adversely affected by future development within these areas. Development within or adjacent to areas that include important wildlife movement corridors or nursery sites (rookeries, fawning areas, maternity bat roosts) could create auditory or visual disturbances that result in abandonment of the nursery site or that inhibit use of a movement corridor. The GPU includes Open Space Recreation and Resource Conservation/Open Space land use designations, which are intended for public recreation uses (e.g., park and recreation facilities, libraries, and community centers) and passive and active open space and resource management, respectively. Areas designated for Resource Conservation/Open Space include portions of the town owned by the US Forest Service and a buffer along the Truckee River in the eastern half of the town (see Figure 3-4 in Chapter 3, "Project Description"). As shown in Figure 3-4, the portion of the town adjacent to the critical fawning areas for the mule deer herd in the SOI east of the town boundary would be designated as Resource Conservation/Open Space and the area immediately west of the open space area is anticipated to experience a low rate of growth.

Direct impacts on wildlife include incremental fragmentation of the landscape, loss of habitat connectivity, prevention of species dispersal (including wildlife and plants), prevention of shifts in a species' range in response to climate change, and loss of important nursery sites (e.g., deer fawning areas, heron rookeries, bat maternity roosts). Indirect impacts include invasion of natural habitats by nonnative species and increased presence of humans and domestic animals over the long-term, as well as increased trash (which may attract predators and discourage wildlife use of surrounding natural habitat). In addition, projected development could include segments of fencing, walls, or other structures that would hinder wildlife movement.

Although animal movement corridors and wildlife nursery sites may be directly or indirectly affected, potential disturbances or losses from development under the GPU are expected to be minimal. The GPU includes several policies and actions intended to reduce potential impacts on open space, wildlife corridors, and wildlife nurseries. For example, Policies COS-1.3, COS-1.5, COS-1.7, COS-2.2, COS-3.1, COS-3.2, COS-3.4,and COS-7.1, and Actions COS-2.A, COS-3.A, and COS-3.F address conservation of pristine open space and wildlife corridors, prevention of habitat fragmentation, protection of movement corridors including riparian areas, and biological survey requirements. Policy COS-2.2 would prohibit development within established setback areas from the Truckee River, except as otherwise allowed in the Development Code, and these setbacks would provide movement corridors for wildlife. Grading, landscaping, and drainage uses within the established setback area shall also be subject to strict controls. Policy COS-3.4 requires that all new development avoid identified native wildlife nursery sites and wildlife corridors within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features. Through Action COS-3.A, the Town would prepare a comprehensive plan for the management and protection of wildlife movement corridors and deer migration routes, including and should include mapping. Action COS-3.F would require the amendment of the Development Code to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost.

The 2040 General Plan policies and implementation programs reduce the potential for adverse impacts to wildlife movement corridors and nursery sites by requiring avoidance of identified wildlife corridors and nursery sites, as feasible, and amendment of the development code for new development adjacent to wildlife movement corridors and nursery sites mapped by CDFW. Through the actions described above, the Town would develop a comprehensive management plan for wildlife corridors and nursery sites and amend the Development Code to require that habitat functions and values are not lost. Nevertheless, due to the wide variety of future project types, site conditions, and other circumstances associated with future development, it is possible that there may be instances in which disturbance or loss of animal movement corridors or native wildlife nurseries cannot be avoided. Therefore, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the proposed GPU and Downtown Truckee Plan policies and actions.

Significance after Mitigation

The GPU has been designed to include policies and actions to address and mitigate impacts at the plan level through implementation of the GPU. Policies included in the project would avoid identified native wildlife nursery sites and wildlife corridors within or adjacent to the development site by implementing no-disturbance buffers around these areas or implementing project-specific design features. However, these policies but cannot be assumed to be sufficient to avoid substantial interference in all situations.

For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects on animal movement corridors and native wildlife nurseries; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

Impact 4.4-5: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such As a Tree Preservation Policy or Ordinance

Projected development under the GPU could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Following the restrictions and mitigations required in Section 18.30.155 of the Town code would mitigate these impacts to a less-than-significant level. This impact would be **less than significant**.

The Town of Truckee Tree Preservation ordinance (Section 18.30.155 of the Town of Truckee Development Code) provides protection for trees, while exempting certain activities from the tree permitting process. The ordinance provides protection for trees greater than 24 inches dbh, guidelines for preservation of trees, and mitigation for trees that are removed. It is reasonable to assume that applicants for projects requiring discretionary entitlement will abide by the restrictions in, and implement mitigation based on, existing local policies and ordinances. The GPU does not propose land use patterns or policies that would conflict with other local policies or ordinances protecting biological resources, including the tree preservation ordinance. Therefore, impacts related to potential conflicts with local policies or ordinances protecting biological resources would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.5 CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the project on known and unknown cultural resources. Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons.

Cultural resources are generally broken out into archaeological or historical resources. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built-environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes.

One comment letter regarding cultural resources was received in response to the notice of preparation. This comment expressed concern about potential effects on the historic downtown (see Appendix A).

See Section 4.18, "Tribal Cultural Resources," for a discussion of potential impacts on known and unknown tribal cultural resources.

4.5.1 Regulatory Setting

FEDERAL

The National Historic Preservation Act

Among those statutes enacted by Congress that affect historic properties, the National Historic Preservation Act of 1966 (NHPA) is the most significant law that addresses historic preservation. One of the most important provisions of the NHPA is the establishment of the National Register of Historic Places (NRHP), the official designation of historical resources. Districts, sites, buildings, structures, and objects are eligible for listing in the register. Nominations are listed if they are significant in American history, architecture, archeology, engineering, and culture. The NRHP is administered by the National Park Service. To be eligible, a property must be significant under criterion A through D (described below); and ordinarily be 50 years of age or more.

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee recognition in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

Once a resource has been recorded and if it is determined to be significant, the potential impacts (or effects) of a project on a heritage property are assessed. Federal regulatory impact thresholds are contained in Section 106 of the NHPA and accompanying regulations (36 Code of Federal Regulations [CFR] Part 800). Section 106 requires that federal agencies consider the effects of their actions on significant archaeological properties before implementing a project or "undertaking." The criteria of effect are found in 36 CFR 800.0(a) and state that:

> An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register.

The Advisory Council's regulations require that the federal agency apply the criteria of adverse effect to historic properties that will be affected by a proposed undertaking (36 CFR 800.9b). An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association, or the quality of data suitable for scientific analysis. These seven aspects of integrity are described as:

- Location. Integrity of location refers to whether a property remains where it was originally constructed or was relocated.
- Design. Integrity of design refers to whether a property has maintained its original configuration of elements and style that characterize its plan, massing, and structure. Changes made after original construction can acquire significance in their own right.
- Setting. Integrity of setting refers to the physical environment surrounding a property that informs the characterization of the place.
- Materials. Integrity of materials refers to the physical components of a property, their arrangement or pattern, and their authentic expression of a particular time period.
- Workmanship. Integrity of workmanship refers to whether the physical elements of a structure express the original craftsmanship, technology and aesthetic principles of a particular people, place or culture at a particular time period.
- Feeling. Integrity of feeling refers to the property's ability to convey the historical sense of a particular time period.
- Association. Integrity of association refers to the property's significance defined by a connection to a particular important event, person, or design.

Secretary of the Interior's Standards

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards) provide guidance for working with historic properties. The Secretary's Standards are used by lead agencies to evaluate proposed rehabilitative work on historic properties. The Secretary's Standards are a useful analytic tool for understanding and describing the potential impacts of proposed changes to historic resources. Projects that comply with the Secretary's Standards benefit from a regulatory presumption that they would not result in a significant impact to a historic resource.

In 1992, the Secretary's Standards were revised so they could be applied to all types of historic resources, including landscapes. They were reduced to four sets of treatments to guide work on historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

- Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.
- Reconstruction re-creates vanished or non-surviving portions of a property for interpretive purposes.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion

similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. 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.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

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

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

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "historical resources" and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).
2. A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).
4. The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Public Resources Code Section 21083.2

Treatment options under PRC Section 21083.2(b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

(a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

(1) Planning construction to avoid archaeological sites.

(2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

(e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

(1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.

(2) An amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a housing project consisting of a single unit.

(3) If a housing project consists of more than a single unit, an amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of the project for the first unit plus the sum of the following:

(A) Two hundred dollars ($200) per unit for any of the next 99 units.
(B) One hundred fifty dollars ($150) per unit for any of the next 400 units.
(C) One hundred dollars ($100) per unit in excess of 500 units.

(f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects. Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code, Sections 7050.5

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

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

Town of Truckee Development Code

Section 18.30.040 provides procedures and standards for the treatment of archaeological resources and human remains. Several chapters and sections of the Town of Truckee Development Code also provide procedures and standards for the treatment and preservation, restoration, rehabilitation, and demolition of historic resources in combination with the Downtown Specific Plan Vol. III and the Secretary of the Interior's Treatment of Historic Properties.

<u>Archeological/Cultural Resources – Development Code Section 18.30.040</u>

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.

1. The survey shall be conducted to determine the extent of the cultural resources on the site, before the completion of the environmental document for the project.
2. Where the results of the survey indicate the potential to adversely impact probable cultural resources, the report shall be transmitted to the appropriate clearinghouse for comment.
3. The Director shall maintain a confidential map file of known or probable cultural resource sites so as to assist in the identification of sensitive areas.
4. A qualified professional shall be present on-site during all excavation activity, including preliminary soil investigations, grading and trenching for foundations and utilities, in those cases where the identification of and potential impacts to cultural resources cannot be determined prior to project approval or when required by the Director based on a recommendation by the field surveyor.

C. Mitigation measures. Where development would significantly impact cultural or paleontological resources which have been identified, reasonable mitigation measures shall be required by the review authority as may be recommended by the field surveyor or by the State Historic Preservation Officer. Mitigation may include the following, as applicable/necessary:

1. The relocation or redesign of development to avoid the identified site;
2. The opening of the site to qualified, approved professional/educational parties for the purpose of exploration and excavation for a specified time before the commencement of development;
3. The utilization of special construction techniques to maintain the resources intact and reasonably accessible;
4. Where specific or long-term protection is necessary, identified sites shall be protected by the imposition of recorded open space easements; and
5. For significant sites of unique cultural resource value, where other mitigation techniques do not provide a necessary level of protection, the project shall not be approved until the Director determines that there are no reasonably available sources of funds to purchase the subject property or easement. The Director shall have 90 days from the date of discovery of a significant site to make this determination.

D. Cultural resources. Any cultural resources found on the project site shall be recorded or described in a professional report, subject to the approval of the Director; and

E. Human remains. If human remains are encountered during construction, the County Coroner shall be notified. If the remains are determined to be Native American, the Coroner has 24 hours to notify the Native American Heritage Commission of the findings.

<u>Historic Preservation (-HP) Overlay District – Development Code Section 18.20.040</u>

The -HP overlay district applies to areas of the Downtown Specific Plan Area with concentrations of historic buildings and structures that contribute to the downtown's historic character. The -HP overlay district is intended to:

- protect the Town's unique cultural heritage as embodied and reflected in the Town's architectural history and patterns of cultural development;
- to preserve diverse architectural styles, patterns of development and design preferences reflecting phases of the Town's history and to encourage complementary contemporary design and construction and inspire a more livable urban environment;
- to protect and enhance the Town's attraction to tourists and visitors, thereby stimulating business and industry;
- to identify as early as possible and resolve conflicts between the preservation of cultural resources and alternative land uses; and
- to integrate the preservation of cultural resources into public and private land use management and development processes.

Development standards and guidelines for this district address new development, alterations, additions and modifications to existing buildings and structures, demolition of historic buildings and structures, and the identification and protection of subsurface historic and archaeological resources.

Historic Preservation Design Guidelines – Development Code Chapter 18.26

Development Code Chapter 18.26 – Historic Preservation Design Guidelines are used as criteria against which projects in the Historic Preservation (-HP) Overlay are reviewed. The Guidelines apply to all projects (additions, modifications, alterations, rehabilitation, reconstruction, relocation, or new construction), including single-family dwellings and accessory structures and projects that do not require a building permit, in the -HP overlay district.

Historic Design Review – Development Code Chapter 18.77

All projects that require a land use or building permit or will affect the exterior appearance of any building or property within the -HP overlay district, and public projects such as sidewalk installation, traffic circle installation and other streetscape and pedestrian/bicycle improvement projects within the -HP district are subject to Historic Design Review in compliance with Chapter 18.77 of the Development Code. The Town has adopted lists of certain exterior changes or materials that are either "Green Light" (exempt), "Yellow Light" (possibly exempt), or "Red Light" (subject to Historic Design Review).

Projects that are subject to Historic Design Review must submit an application to the Director. Once the application is deemed complete, the Director prepares a report and forwards the application to the Historic Preservation Advisory Commission (HPAC) for review. The HPAC reviews the application in accordance with the requirements of the Historic Design Guidelines and makes a recommendation to the Director. The Director may exempt applications from review by the HPAC if the application is minor in nature or a quorum of the HPAC cannot be called within a reasonable period of time for the review authority to review the land use permit within the time limits imposed by this Development Code. The review authority may grant a Certificate of Appropriateness with or without conditions if certain findings can be made.

Chapter 18.77 also includes procedures for granting a Certificate of Economic Hardship. It outlines the procedures for reviewing requests to reduce or waive the standard, guidelines, and findings for a Certificate of Appropriateness if such standards, guidelines, and findings will cause an immediate extreme hardship because of conditions peculiar to the particular structure and the damage to the property owner is unreasonable in comparison to the benefit conferred to the community.

Demolition Review – Development Code Chapter 18.83

Any action that will result in the removal, relocation, tearing down, or demolition of a historic resource are subject to the procedures and criteria for the review of demolition requests to historic resources contained in Development Code Chapter 18.83. The HPAC is responsible for reviewing Demolition Review applications in accordance with the requirements of the Historic Design Guidelines and forwarding a recommendation to the Director.

In conducting a Demolition Review for a particular project, the Director considers the classification category of the historic resource – Category A (Essential Rating), Category B (Contributing Rating), or Category C (Supporting Rating) – and the location and the overall effect of the proposed demolition upon surrounding properties and the Downtown Study Area in general.

The Director may exempt a Demolition Review application from the requirements of this chapter and authorize the removal or demolition of a historic resource if the Director finds the historic resource poses an immediate danger to the health, safety, or welfare of the occupants, the owner, or that of the general public and immediate action must be taken on the application to safeguard the public health, safety and welfare. The Director may require that the materials of the demolished historic resource be used in a new development on the site and/or that the historic building form of the original historic resource be replicated in development on the site.

Historic Variances – Development Code Section 18.82.050

Development Code Section 18.82.050 provides for modifications and adjustments of the development standards of the Development Code only when the strict application of the Code may impair the ability of a historic resource to be

properly used for adaptive reuse and/or to be altered in a manner that will have the least impact upon its historic character and the surrounding area. The HPAC reviews applications for Historic Variance in accordance with the Historic Preservation Design Guidelines and forwards a recommendation to the review authority.

4.5.2 Environmental Setting

In broadest terms, the archaeological signature of the Truckee-Donner area marks a trend from hunting-based societies in earlier times to populations that were increasingly reliant upon diverse resources by the time of historic contact. The shift in lifeways may be attributed partially to factors involving paleoclimate, a shifting subsistence base, and demographic change. Current understanding of northern Sierra Nevada and western Great Basin prehistory is framed within a chronological sequence spanning nearly 12,000 years that is drawn from paleoclimatic and archaeological studies throughout the western Great Basin, eastern Sierra front and the Tahoe-Truckee area.

PREHISTORY

This summary incorporates data from various paleoclimatic and archaeological studies of the Tahoe-Truckee region and the eastern Sierran front. Table 4.5-1 presents an outline of the periods and associated cultural phases employed by researchers in the Tahoe-Truckee region, including the approximate range of years for each, projectile point types associated with each cultural period and phase, and the relevant climatic period (NIC 2019:10-11).

Table 4.5-1 Cultural Chronology for the Tahoe-Truckee Region

Climatic Period	Cultural Period	Cultural Phase	Years (cal BP)	Marker Artifacts
Late Pleistocene and Early Holocene	Pre-Archaic	Tahoe Reach	~14,500–8,500	Great Basin Stemmed, Parman
Middle Holocene	Early Archaic	Spooner Phase	~8000–4,500	Northern Side-notched, Gatecliff Split-stemmed, Humboldt Concave-based, and some Elko-series points
Early Late Holocene	Middle Archaic	Martis Complex *	4500–2,000	Martis Contracting Stem, Martis Split Stem, Steamboat, Martis and Elko notched series, Sierra stemmed triangular points
Middle Late Holocene	Late Archaic	Early Kings Beach	2,000–1,000	Eastgate and Rose Spring series
Latest Holocene	Late Period	Late Kings Beach	post-1,000	Desert side-notched and Cottonwood series

* The Martis Complex has also been divided into two phases based on projectile point typology: Early Martis characterized by Martis Contracting Stem, Martis Split Stem, and Steamboat points; Late Martis characterized by Martis Corner-notched, Elko Corner-notched, and Elko Eared points.
Source: NIC 2019.

Late Pleistocene and Early Holocene (Tahoe Reach Phase)

The earliest period of human occupation in the vicinity of the policy area dates to approximately 9,000 years ago during a time of Early Holocene deglaciation and warming. Prior to this time, climatic data indicate the upper elevations in the northern Sierra were covered in glacial ice. By 10,000 years ago, tundra vegetation was no longer present in the Tahoe Basin, indicating the environment was more hospitable to humans (NIC 2019:11).

Large, wide-stemmed projectile points, which imply an emphasis on the hunting of large game, are characteristic of the pre-Archaic Tahoe Reach Phase and have been found on tributaries of the Truckee River, including Squaw and Deer creeks. The site on Squaw Creek yielded an early radiocarbon date of approximately 8100 before present (BP), uncalibrated. More recently, a radiocarbon date of 8990 calibrated (cal) BP was obtained on charcoal from the paleosol associated with four Great Basin Stemmed points excavated at the Alder Hill prehistoric basalt quarry. Three additional Great Basin Stemmed points have been recovered from the Watson Creek basalt quarry on the northwest shore of Lake Tahoe, while four were recovered from the Martis Creek Lake National Recreation Area (NIC 2019:11).

Middle Holocene (Spooner Phase)

The Early Archaic archaeological record during the Middle Holocene is sparse for the Spooner Phase in the Truckee Basin and for anywhere in the western Great Basin or the eastern Sierra. Climatic and botanical data indicate the Middle Holocene from about 7,500 to about 4,500 years ago was significantly warmer and drier than any time before or since. A significantly lower water level in Lake Tahoe reduced or perhaps eliminated flows into the Lower Truckee River and in ca. 7000 BP an explosive eruption of Mount Mazama resulted in subsequent ashfall; as a result, there is a dramatic reduction in the archaeological record for this period. After the extreme drought ended, modern forests developed, but subsequent rising of the Lake Tahoe water level could have inundated many archaeological sites from these early occupation phases (NIC 2019:11-12).

Diagnostic point types, including Northern Side-notched, Gatecliff Split-stemmed, Humboldt Concave-based, and some Elko-series points from the eastern Sierra fall within the Middle Holocene. Similarly, on the western slope of the north-central Sierran region various corner-notched, contracting-stemmed, and side-notched dart forms have been dated to as early as 7000 BP and as late as 1350 BP (NIC 2019:12).

Early Late Holocene (Martis Complex)

The Martis Complex is the earliest well-documented cultural element in this region. During this period, the drought cycles of the Middle Holocene ceased, forests and woodlands expanded, and lakes and marshes swelled. A marked increase in cultural complexity and elaboration with larger and more formal house structures, craft specialization, stylistic variety in projectile points, richness and variety of perishable items such as textiles, and evidence of trans-Sierran trade is also seen during this period. An important element of the trans-Sierran trade may have been the basalt biface industry of the northeastern Sierra. The Alder Hill basalt quarry, which is located north of Truckee, enabled a major period of toolstone acquisition and biface production (NIC 2019:12).

The most distinguishing characteristic of the Martis Complex is the preferential use of basalt, not chert or obsidian, for the manufacture of chipped stone tools. Projectile points vary in form, and are large, heavy, and roughly flaked. In addition to large roughly manufactured basalt projectile points, tools from this period include boatstones (atlatl weights), flake scrapers, finger-held drills and punches, simple handstones and slab grinding stones, and cylindrical pestles and bowl mortars. Most of the documented Martis Complex camps are located in the transition zone between 6,000 and 2,500 feet elevation below the high Sierras. Many sites are located along game trails and in areas where abundant seeds could be gathered seasonally. The fundamental subsistence economy during the Martis Complex has thus been interpreted as hunting and seed collecting, with seasonal movements between the uplands in the spring and summer, and lower elevations in the fall and winter (NIC 2019:12-13).

Middle Late Holocene (Early Kings Beach Complex)

There was a decrease in winter precipitation and a warming and drying trend in the western Great Basin beginning around 2,000 years ago. A lowered water level is documented south of Lake Tahoe at Ralston Ridge Bog, Pyramid Lake in western Nevada, and Eagle Lake in Lassen County in northeastern California. Between 1,600 and 1,200 years ago, the records at Eagle Lake indicate there may have been a 400-year wetter period. In addition to the environmental changes, there are dramatic technological changes in the archaeological record during this period (NIC 2019:13).

Evidenced by about 1,500 years ago, the Kings Beach Complex is characterized by an economy focused on fishing and gathering. Similar to the preceding Martis Complex, the archaeological record indicates there were seasonal movements between the uplands in the spring and summer, and lower elevations in the fall and winter. Projectile points are smaller and lighter, and indicate the use of the bow and arrow. Obsidian and chert, instead of basalt, were mainly used to manufacture flaked tools. This shift suggests there was an increase in trade during this period. Occupation during this period expanded into previously under-utilized habitats, likely in search of food sources. Milling equipment used during this period was predominantly bedrock mortars, with pestles made from cobbles (NIC 2019:13).

Latest Holocene (Late Kings Beach Complex)

Many archaeologists have noted this period coincided with major, documented shifts in subsistence and settlement patterns in many areas of California and the Great Basin. Some of these patterns include a decrease in processing of large terrestrial game, an intensification of plant food use, and shifts from occupation of semi-sedentary villages to ephemeral camps. The introduction of Desert side-notched arrow points appears to have coincided with the more ephemeral settlement patterns that developed toward the end of the prehistoric period (NIC 2019:13).

NATIVE AMERICAN PERIOD

Regional indigenous history is marked by the protohistoric ancestors of the Washoe Indians. The Washoe regard all indigenous remains and sites within the Truckee-Tahoe basins as associated with their own history. It is estimated that the Washoe had one of the highest population densities in the western Great Basin. Relatively high estimates are attributed to the bountiful environment in which they lived. Historic declines in Washoe population and traditional resource use were caused by disruptions imposed by incoming Euro-American groups. Please see section 4.18, "Tribal Cultural Resources," for a discussion on the ethnohistory of the area.

EURO-AMERICAN PERIOD

Truckee came into being as a gateway between California and Nevada and beyond, and it remains so today. The town occupies an intermountain valley in the heart of the Sierra Nevada and its strategic location along the Truckee River and in proximity to Donner Pass formed an ideal geographic passageway for travelers.

Transportation and Early Settlement

Some of the first Euro-American visitors to the Truckee area were members of the Stephens-Murphy-Townsend emigrant party who ascended the Truckee River in mid-November of l844. This route, which passed through Truckee along present-day Donner Pass Road, has later become known as the Truckee Route of the Emigrant Trail. Hundreds of emigrant trains soon followed, the most notable being the ill-fated Donner Party.

A history of the community of Truckee is marked by the arrival of Joseph Gray, who built a stage station near present-day Downtown Truckee in l863. Gray was soon joined by a blacksmith named S. S. Coburn, and the fledgling settlement of Gray's Toll Station was renamed Coburn's Station. Coburn's Station grew from two structures into a thriving town that accommodated emigrants, stagecoach travelers, and freight wagons in route westward to California's gold fields and eastward to the Comstock Lode in Nevada.

In 1864, the Dutch Flat and Donner Lake Wagon Road was opened over Donner Pass, following basically the same route through Truckee that the earliest emigrants had traveled, passing along Old Highway 40 and Donner Pass Road through Truckee's Downtown. The freight/passenger wagon road was situated near the proposed alignment of the Central Pacific's transcontinental to facilitate the transport of supplies and as a continuous freight and passenger road from Dutch Flat to the Comstock mines near Virginia City.

By the early 1860s, plans were formulated for a railroad crossing of the Sierra Nevada. The first rail was laid by the Central Pacific Railroad at Sacramento on October 27, 1863. Heavy snow and tunneling through granite rock at Donner Pass presented major obstacles. By May of 1868 the railroad was built between Truckee and Reno but the line over Donner Pass was not completed until June 1868. That year, Coburn's Station burned and soon after this major fire the town was renamed Truckee. The entire transcontinental route was finished in May 1869, with the last rail joining the Central Pacific Railroad and the Union Pacific at Promontory, Utah. The railroad gave rise to other developments in the transportation, lumbering, ice, dairying, and the tourism industries, all of which were to become the essential economic bases of Truckee. As the rails reached the summit in 1866-1867, several mills established operations in the Truckee Basin to supply the railroad with cordwood for fuel and lumber for construction and ties for the roadbed.

As a community at the crossroads over the Sierra, Truckee assumed a multi-cultural character. Early on, residents struggled with violent discrimination against the Chinese. To meet the labor supply, up to 15,000 Chinese were employed by the Central Pacific Railroad. With the completion of the transcontinental railroad, Chinese immigrants

were channeled into other regional occupations (e.g., logging, cordwood, charcoal production, domestic service), which forced them into direct competition with Euro-American residents, especially during times of economic hardship. Truckee soon assumed a leadership role in the anti-Chinese movement in the West. A general boycott in 1885-1886 of firms that continued to employ Chinese spelled the ultimate demise of a viable Chinese community as most were expelled from town in 1886.

Truckee's history is marked by several disastrous fires. Besides the 1868 fire that destroyed Coburn's Station, three massive fires swept through Truckee's residential and commercial districts in 1871. In 1873 a fire burned along Bridge and Church streets, being stopped before it crossed Front Street (modern-day Commercial Row). The entire Chinatown (north of the Truckee River) was burned in 1875. Fire broke out in 1878, and in 1881 another fire destroyed the whole of Commercial Row. The east half of Front Street's commercial district was again consumed by fire in 1882, followed by another fire in 1883. A fire in 1913 forced the rebuilding of most structures along Commercial Row. The sector along River Street was nearly destroyed in the fire of 1895 and again in 1921.

Recreation and Community Development

By the 1920s the industrial economy and society of Truckee had largely disappeared, due in major part to the relocation of the central railroad switching yard to Roseville, the depletion of local timber supplies, and the introduction of artificial ice with the development of mechanical refrigeration. To replace the loss of its industrial base, the community began to develop into a recreation-based economy.

Small resorts and hotels developed in the region as the transcontinental railroad and the Dutch Flat Donner Lake Wagon Road rendered Truckee accessible by the 1860s. Tourism was further boosted by the designation of the Lincoln-Victory Highway through Truckee in 1913 and the subsequent completion of Old State Highway 40 over Donner Summit. Historic Truckee was unique among turn-of-the-century mountain communities, in that summer recreationists and winter-sports enthusiasts could easily reach the town in summer or winter via the nation's first transcontinental railroad or first transcontinental highway. By the mid-1890s Truckee was host to winter carnivals that featured the ice palace, toboggan hill, and ski jump at Hilltop.

Regional rail travel was expanded as several branch railroads tied into the main transcontinental line at Truckee. One of these branch lines, established by Lake Tahoe Railway and Transportation Company, operated its 15-mile-long narrow-gauge railroad between 1900 and 1943. The railroad followed the Truckee River between Truckee and the Tahoe Tavern resort at Tahoe City, which served as the major steamer stop for ports of call around Lake Tahoe. In 1925 the narrow-gauge railroad was leased to the Southern Pacific Railroad, which operated Pullmans with over-night service between the San Francisco area and Tahoe City.

Even though the character of Truckee was gradually changing, and tourism was fast providing a sounder economy, Truckee had gained a reputation as a rough-and-tough lumber and railroad town, with its brothels, saloons and sporting houses. Bootleg whiskey remained a prime source of community income throughout the era of prohibition and the hey-day of the red-light district lasted until World War II. The town had an exceedingly rough-edged appearance. The absence of landscaping and of paved streets offset the initial positive impressions (formed at a distance) of a quaint, steeply-pitched roofed mountain town.

The growing needs of Truckee pressed for more organized municipal infrastructure and the establishment of utility and water companies and sewer systems. Small independent systems were unable to supply enough sanitary water to the growing town and most of these older systems were eventually consolidated in 1927 under the Truckee Donner Public Utility District. In 1963-1964 portions of the two-lane U.S. 40 (former Lincoln-Victory Highway) were incorporated into the new interstate highway system and became the four-lane Interstate 80. The 1960 Winter Olympics at nearby Olympic Valley ultimately secured Truckee's position as a center point for year-round recreation and the area became a focal point of early mountain residential development.

KNOWN CULTURAL RESOURCES

Historical Resources

Operation Truckee was the first project to document a large and concentrated number of potentially significant historical buildings (Town of Truckee 2019). Over 300 structures were addressed within the Operation Truckee study area, out of which 50 percent were included in the final historic architectural inventory. The inventory identified about 130 historic properties. As a follow-up to Operation Truckee, beginning in 1998, the Town of Truckee sponsored a historical resources and architectural inventory of the downtown (Town of Truckee 2019). Together with the 1980 architectural inventory, it served as the foundation for establishing boundaries for the Truckee Historic National Register District (District). The District covers the core historic commercial area and portions of the surrounding historic residential areas, including an area to the south commonly known as Hilltop.

Of the 267 total buildings identified in the Truckee Historic National Register Historic District boundaries, 154 properties (153 buildings, one structure) are recommended as contributory to the District; 113 properties (112 buildings, one structure), made up of 54 contemporary age and 59 historic age resources are recommended as non-contributing, and not eligible for the NRHP. Of the 229 historic age resources recorded in the survey area, 60 are recommended as individually eligible for the NRHP, an additional 71 are recommended eligible for the NRHP as contributory properties within the District, and 98 are regarded as not eligible for the NRHP on their own merits or as contributing buildings to the district.

The Truckee Historic National Register District is significant on a local and regional level as an example of an architecturally diverse, late 19th and early 20th century, western, mountainous, frontier community. The built and surrounding natural environment continues to reflect its rugged, working-class, early character. This historic district contains not only the core commercial center or focal area of early business and industry but also the wide spectrum of residential properties that citizens of differing social and economic status built and occupied along the river's bank and low ridges that overlooked the railroad and river corridor at its heart (Town of Truckee 2019). The District NRHP nomination form was submitted to the California Office of Historic Preservation in 2004 (as resource P-29-002926). Based on direction from Office of Historic Preservation staff, the nomination was withdrawn and resubmitted to narrow the district boundaries to increase the proportion of historic resources to non-historic resources. Only the properties located within the Commercial Row and Brickelltown character areas were listed in the NRHP as the Commercial Row-Brickelltown Historic District in 2009.

Outside of the Downtown, documentation of historic resources has been less systematic, and has mostly occurred in conjunction with environmental studies for proposed development projects. Notable among Truckee's historic resources are those occurring within the Donner Memorial State Park, which is dedicated to preserving the history of the Overland Emigrant Trail and the Donner Party tragedy. The route of the Emigrant Trail and First Transcontinental Railroad, and the Truckee Jail are eligible for listing in the CRHR. The historic Dutch Flat and Donner Lake Wagon/Lincoln Highway/Victory Highway/Old Highway 40 (i.e., Donner Pass Road) traverse through Downtown. In addition, several California Historical Landmarks and Points of Historical Interest are included within in or adjacent to Truckee. Both the "Kruger House" (i.e., "C.B. White House") and the Truckee Veterans Memorial Building are individually listed in the NRHP.

Archaeological Resources

Truckee's downtown legacy is marked by its rich archaeological record, which has been enhanced by the casual trash disposal practices of the day and by the recurrent and catastrophic fires that plagued the town leaving layers of burned artifacts, charcoal, and ash. While more localized fires were frequent occurrences, larger fires produced great quantities of debris and the burned refuse was not always removed but pushed aside and compacted to be built upon again.

To date, no comprehensive survey of prehistoric archaeological resources has been completed for the Town of Truckee. In 1996, it was estimated that only between 8 and 20 percent of the Town had been inventoried for cultural resources; records associated with these earlier surveys document more than 100 historic, prehistoric and ethnohistoric sites within the town limits. An archaeological records search for the entire water service area for the

Truckee Donner Public Utility District in 2009 serves as an update to the 1996 estimate (Town of Truckee 2019). The search radius, which encompassed the limits of the Town of Truckee, including the downtown area as well as surrounding subdivisions, disclosed approximately 200 archaeological studies have been conducted within the public utility district's overall service area and up to 300 archaeological resources have been recorded.

4.5.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could affect cultural resources.

The impact analysis considers the known cultural resource environmental setting in the policy area, the potential for previously undocumented resources, including human remains, and physical effects (i.e., disturbance, material alteration, demolishment) to known and previously undocumented resources that could result from projected development under the project. Because the specific locations of some resources are not mapped, and the exact extent of ground disturbance associated with projected development under Truckee2040 is unknown at this time, it is not possible to assess impacts to specific resources. Accordingly, neither project-specific reviews nor field studies are feasible or necessary for this analysis. Rather, the analysis is informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

PRC Section 21083.2(g) defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following CRHR-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it as a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important prehistoric or historic event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under CRHR criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both prehistoric and historic-period), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on cultural resources if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- disturb any human remains, including those interred outside of formal cemeteries.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to cultural resources:

Community Character Element

GOAL CC-4: Historic and Cultural Resources. Protect and restore historic, cultural, archaeological, and paleontological resources that enrich a sense of history and respect for our environment.

- Policy CC-4.1: Cultural Resource Preservation. Require development that includes ground disturbance be assessed by a qualified professional for potential archaeological, tribal cultural, and paleontological resources or sites and be designed to avoid impacts to these resources to the maximum extent feasible. Where there is evidence of an archaeological, tribal cultural, or paleontological resource or site in a proposed project area or there is determined to be a high likelihood for the occurrence of such sites, require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe.
- Policy CC-4.2: Historic Resources. As part of the development review process for projects involving modification to existing buildings and structures, require all affected buildings and structures over 45 years of age to be evaluated for historical significance. If a significant historic building or structure is proposed for major alteration or renovation, or to be demolished, the Town shall ensure that a qualified architectural historian thoroughly documents the building and associated landscaping and setting. Documentation shall be to the applicable level (short form, Level 1, Level II, or Level III) of Historic American Building Survey or Historic American Engineering Record documentation. A copy of the record shall be deposited with the Town, Truckee-Donner Historical Society, and the North Central Information Center, at minimum. The record shall be accompanied by a report containing site-specific history and appropriate contextual information.
- Policy CC-4.3: Reuse of Historic Structures. Encourage appropriate adaptive reuse of historic structures for housing, including affordable housing, public recreation, and commercial uses while preserving historic character, in accordance with federal, state, and local guidelines.
- Policy CC-4.4: Preservation and Rehabilitation of Historic Buildings. Provide incentives and technical assistance to property owners to apply for federal, state, local, and private grants, loans, and tax credits to preserve and rehabilitate historic buildings.
- Policy CC-4.5: Preservation Strategies. Encourage and cooperate with the private sector in the implementation of innovative strategies to preserve all of Truckee's identified historic buildings and sites, including Native American and ethnic group sites. Preservation strategies could include by gift, establishment of private conservancies, and easements.
- Policy CC-4.6: Public Access to Historic Sites. Work with the California Department of Parks and Recreation, the Truckee Donner Recreation and Park District, the Truckee Donner Historical Society, the Truckee Donner Land Trust, and other entities to maintain and increase opportunities for public recreation and access to historic sites, including Native American and ethnic group sites. In the case of Native American sites, any increased access should be developed in close consultation with local tribes and due respect accorded to the potential cultural or spiritual significance of these places.
- Policy CC-4.7: Preservation of Historic Legacy. Support all efforts to document and preserve Truckee's rich historic legacy, including its Native American and ethnic history, and to educate residents and visitors about the town's historic buildings and sites.
- Policy CC-4.8: Tribal Consultation. Coordinate with the Washoe Tribe of Nevada and California and other culturally affiliated tribes through Assembly Bill 52 and Senate Bill 18, as applicable, and encourage applicants to contact tribes when preparing development proposals to encourage the preservation of, protection of, monitoring of, and mitigation for impacts to tribal cultural sites.

- **Action CC-4.A: Historic Architectural Resources Inventory.** Update the historic architectural resources inventory, with particular attention to the Downtown and the Donner Lake area.
- **Action CC-4.B: Historic Design Standards.** Develop design standards for residential development in the Historic Preservation Overlay District by 2023. Review and amend the Historic Design Guidelines of the Downtown Truckee Plan to strengthen guidelines and standards for nonresidential projects by 2025.
- **Action CC-4.C: Historic Preservation Program.** Continue to implement the Historic Preservation Program that seeks to protect and preserve the historic quality of the Downtown Historic District and other historic structures in town.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to cultural resources:

- **LU-5:** Incorporate historic design standards for residential and mixed-use projects in the Historic Preservation Overlay District and/or update the Downtown Historic Design Guidelines, to ensure compatibility with historic properties.
- **LU-CC-5:** Protect the architectural character of existing historic buildings through preservation and adaptive reuse. Encourage renovations to enhance the architectural character of historic buildings in the rest of the Downtown Commercial Core subarea, to provide continuity with development on Commercial Row.
- **LU-CC-8:** To ensure proposed streetscape, park, and parking improvements in the Downtown Commercial Core subarea are consistent with the Downtown Historic Design Guidelines, all new and substantially modified improvements within the boundaries of the Historic District shall be reviewed by the Historic Preservation Advisory Commission (HPAC) prior to construction.
- **LU-R-1:** New residential and mixed-use development shall be compatible with historic development, as guided by the Downtown Historic Design Guidelines and Development Code Historic Preservation Overlay district.
- **LU-RC-10:** Site and design new development to:
  1. Preserve views of and access to the Truckee River.
  2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values.
  3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.
- **LU-HT-5:** The Master Plan shall identify how existing historic resources on the site will be protected and rehabilitated, consistent with the intent of the Downtown Historic Design Guidelines included in Appendix B.
- **LU-C-1:** Cluster development to protect aspen groves and other native trees, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values.
- **POS-4:** The old Ice Palace, located at the end of South River Street, shall be identified as a historic resource to be protected and interpreted with signage.
- **P-HP-2:** The historic importance of the area shall be commemorated through displays and plaques near the base of the ski hill. The old ski lift should be refurbished, protected from further deterioration, and highlighted as an iconic landmark feature of the park.
- **HR-1:** Promote and educate property owners on the process and benefits of preservation, rehabilitation, and renovation of historic buildings.
- **HR-2:** Prohibit alterations to historic buildings that are not compatible with the historic and architectural character of Downtown Truckee.

- **HR-3:** Safeguard historic buildings from unnecessarily removal and demolition.
- **HR-4:** Ensure new structures and development are compatible with their historic surroundings and do not detract from or harm, but complement the historic and architectural character of historic neighborhoods or surrounding historic buildings.
- **HR-5:** Update the Downtown Historic Design Guidelines to include design standards.
- **HR-6:** Identify improvement and funding programs to further the policies of this chapter.
- **HR-D-2:** The Historic Preservation Advisory Commission shall conduct an update to the Historic Resources Inventory. The inventory will be conducted in accordance with the procedures and requirements of the State Historic Preservation Office to allow future participation in Federal and State programs. The HPAC will be assisted by a qualified professional archaeologist/historian.
- **HR-S-1:** The Town shall acquire information on archaeological records and inventories on file with the Archaeological Inventory, North Central Information Center for properties in Downtown Truckee. These records and inventories shall be used to assist the Community Development Director in determining the sensitivity of a site and whether a project may be exempt from further investigation.
- **HR-S-2:** Prior to approval of any discretionary development resulting in disturbance of the ground, an archaeological resource investigation will be required for the project site. The archaeologist will determine, as part of the evaluation, if there is a potential for archaeological or historic resources on the site. If so, the archaeologist shall conduct appropriate measures to identify and evaluate any resources, including identifying the significance and extent of the resources. Such measures may include archaeological test excavations. If resources are significant, a mitigation plan will be implemented to mitigate any significant impacts to the resource. Mitigation measures, including financial limitations, will conform with Appendix K of the California Environmental Quality Act Guidelines, unless construction is undertaken with Federal funds, in which case mitigation funding shall comply with and shall be limited only by federal standards and guidelines.
- **HR-S-3:** In those cases where the potential for archaeological or historic resources on the site cannot be determined prior to project approval (e.g. a project involving demolition of a structure and construction of a new structure), a qualified archaeologist will be present on-site during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. If items of historic or archaeological value are uncovered, work in the area of the discovery will be halted for a time period reasonable for the Town and archaeologist to analyze and assess the significance of the items. If necessary, a mitigation plan to preserve or recover them will be prepared by the archaeologist. The archaeologist shall submit a report to the Community Development Department describing the findings.
- **HR-P-2:** The Town should seek formal participation and input from the Truckee Donner Historical Society and other affected agencies and organizations in the application, review, and approval process for local programs and improvement projects, as well as participation in Federal and State programs.
- **HR-P-6:** The Development Code shall include adaptive re-use provisions for historic resources whereby uses that are not normally permitted should be allowed. Examples include allowing multiple residential units or an office use in a historic building in a single-family residential district.
- **HR-P-7:** Public information and technical assistance on local programs and regulations should be provided by the Town to property and business owners. Such information and assistance may be in the form of informational brochures, periodic newsletters and mailings, workshops, lists of architects, engineers, and contractors who work on older structures in Truckee and are familiar with the State Historic Building Code. Appropriate topics include the historic design guidelines and design review requirements, exemptions from design review, historic building benefits, and the requirements and benefits of the State Historic Building Code.

ISSUES NOT DISCUSSED FURTHER

All potential cultural resources issues identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.5-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5

Projected development under Truckee2040 could adversely affect historical resources. The GPU, Downtown Truckee Plan, and the Development Code include policies to protect resources; however, avoidance of all historical resources may not be possible. This could result in damage to, or destruction of, a historic building or structure, thereby resulting in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. This would be a **significant and unavoidable** impact.

Historical (or architectural) resources include standing buildings (e.g., houses, barns, cabins) and intact structures (e.g., dams, bridges). Concentrations of historic resources occur around the places with the longest history of permanent settlement and activity. The town contains a variety of historic resources, including federal and state recognized resources. Over the years, historical resources have been identified through historic building surveys and cultural resource studies. These surveys and studies have led to the identification of the NRHP-listed Commercial Row-Brickelltown Historic District and the NRHP-listed "Kruger House" (i.e., "C.B. White House"); the recognition of the Truckee Historic National Register District as NRHP-eligible; the Emigrant Trail, First Transcontinental Railroad and the Truckee Jail as CRHR-eligible; and the historic Dutch Flat and Donner Lake Wagon/Lincoln Highway/Victory Highway/Old Highway 40 (i.e., Donner Pass Road). These resources meet the definition of historic resource under Section 15064.5(a) of the CEQA Guidelines.

Truckee2040 would establish new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations. Truckee2040 provides for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. Therefore, the project could result in development in areas containing known historical resources. Projected development also could have direct or indirect adverse effects on structures that have not been evaluated for NRHP or CRHR eligibility that could be historically significant. Additionally, infill development within a designated historic district could result in the change in its historical significance, even if it is visually incompatible.

GPU policies and existing regulations pertaining to the protection of cultural resources would reduce impacts to such resources. The Community Character Element includes the following policies and implementation programs, described in full above, intended to address potential impacts to historical resources. Policy CC-4. protects historical resources by requiring discretionary development projects be assessed for cultural resource by qualified professionals and that the projects are designed to avoid potential impacts to significant cultural resources whenever possible. Policy CC-4.2 specifically requires that buildings and structures over 45 years of age to be evaluated for historical significance. Supporting Action CC-4.C directs the Town to implement the Historic Preservation Program that seeks to protect and preserve the historic quality of the Downtown Historic District and other historic structures in Town. Other policies would encourage the sensitive adaptive re-use of historic buildings in accordance with State and federal guidelines (Policy CC-4.3), support cooperation with the public and private sector to preserve historic resources (Policy CC-4.5), and provide incentives to pursue funding for historic preservation (Policy CC-4.4). Additionally, development in the Downtown Truckee Plan area would be subject to Policies HR-2 and HR-4, which discourage alterations to historic buildings and construction of new buildings that are not compatible with their historic surroundings. Policy HR-3 calls for the safeguarding of historic buildings from unnecessary removal and demolition.

Damage to, or destruction of, a building or structure that is a designated historic resource, eligible for listing as a historic resource, or that has not yet been evaluated, could result in the change in its historical significance. Policies in

the GPU and the Downtown Truckee Plan work to protect these resources. Nevertheless, avoidance of historical resources may not be possible in all cases. This could result in damage to, or destruction of, a historic building or structure, thereby resulting in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines.

Policies identified in the GPU, Downtown Truckee Plan, the Development Code would reduce potentially significant impacts to historic resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. However, CEQA Guidelines [CCR 15126.4(b)(2)] note that in some circumstances, documentation of an historical resource does not mitigate the effects of demolition or alteration of a resource to a less-than-significant level because the historic resources no longer exists or would no longer be eligible for listing as a historical resource. Therefore, because the potential for permanent loss of a historic resource or its integrity cannot be precluded, the project's impacts would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce effects on historical resources but cannot be assumed to be sufficient to eliminate the potential for impact. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, and compliance with proposed GPU policies and actions would minimize potential adverse effects on historical resources; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be avoided. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains **significant and unavoidable**.

Impact 4.5-2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource pursuant to Section 15064.5

Projected development under Truckee2040 could adversely affect the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines. The GPU and Downtown Truckee Plan include policies to protect resources by surveying, avoiding, monitoring, recording, or otherwise treating discovered resources appropriately, in accordance with pertinent laws and regulations. This impact would be **less than significant**.

As discussed above in Section 4.5.2, "Environmental Setting," evidence from previous archaeological survey work and past uses of the policy area indicates that the following archaeological site types may be encountered throughout un-surveyed portions of the town:

- surface scatters of lithic artifacts and projectile points;
- bedrock milling stations;
- ceremonial sites and site of cultural significance;
- traditional resource gathering sites;
- historic artifact features and buried deposits of historic debris and artifacts;
- building foundations and associated deposits (e.g., homes, businesses, barns, mills);
- water related (e.g., ditches, dams, reservoirs, penstocks);
- logging remains (e.g., narrow-gauge railroad segments, donkey sleds, boilers, work camps);

- transportation (e.g., roads, trails); and
- ranching and agriculture (e.g., terracing, fences, corrals, water troughs).

Virtually all areas within the town are considered extremely sensitive regarding the presence of cultural resources, with the downtown core area being home to a high concentration of structures that have historical significance. Areas in adjoining and outlying subdivisions are considered moderately to highly likely to contain cultural resources. Forests and meadowlands were fertile sources of food and subsistence for early populations. Topographic landforms such as hill slopes and flats removed from water sources are less sensitive. Areas along the Truckee River and its tributary streams and Donner Lake are highly sensitive.

Projected development under Truckee2040 could be located on properties that contain archaeological resources which could damage or destroy previously undiscovered resources. However, GPU policies and existing regulations pertaining to the protection of cultural resources would reduce impacts to archaeological resources. The Community Character Element includes the following policies and implementation programs, described in full above, intended to address potential impacts to archaeological resources. Policy CC-4.1 protects archaeological resources by requiring that discretionary development projects be assessed for cultural resources by qualified professionals and that projects are designed to avoid potential impacts to significant cultural resources whenever possible. This policy is supported by Development Code 18.30.040 bullet B which outlines specific actions and timings of cultural resource surveys and bullet C2 which allows for preconstruction excavation testing. Policy CC-4.8 requires monitoring by a qualified professional whenever there is evidence of an archaeological site within a proposed project area, or there is determined to be a high likelihood for occurrence of such sites. This policy is supported by Development Code 18.30.040 bullets A and C, which call for stopping work and evaluating a resource pursuant to CEQA when a cultural resource is identified during the construction phase of a project and relocation or redesign of development to avoid identified sites. Additionally, Development Code 18.30.040 bullet C outlines the measures to be taken if project cannot avoid archaeological sites. If avoidance of a site is not possible, Development Code 18.30.040 bullets A and D allow for the disposition of artifacts once they have been recorded in a professional report.

Additionally, development in the Downtown Truckee Plan area would be subject to Policies HR-S-1 and HR-S-2 which call for investigation of project sites for archaeological sensitivity and the development of a plan if significant resources are present, prior to project approval. Policy HR-S-3 calls for monitoring in instances where the potential for archaeological resources on the site cannot be determined prior to project approval.

Policies identified in the GPU, Downtown Truckee Plan, and the Development Code would reduce impacts to archaeological resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately; excavation, recordation, and data recovery is considered acceptable mitigation for archaeological resources. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.5-3: Disturb Any Human Remains, including Those Interred Outside of Formal Cemeteries

Previously undiscovered human remains could be discovered when soils are disturbed during construction of projected development under the project. Compliance with Health and Safety Code Sections 7050.5 and Public Resources Code Section 5097 would make this impact **less than significant**.

The location of grave sites and Native American remains can occur outside of dedicated cemeteries or burial sites. Ground-disturbing construction activities could uncover previously unknown human remains, which could be archaeologically or culturally significant. Development through the GPU horizon (2040) would result in soil disturbance; therefore, the potential exists for previously undiscovered human remains to be discovered.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native

American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

4.6 ENERGY

This section contains an energy analysis pursuant to Appendices F and G of the State CEQA Guidelines, which require that EIRs include a discussion of the potential energy impacts of projects. The analysis considers whether the project would result in an environmental impact from the inefficient, wasteful, and unnecessary consumption of energy, and/or would conflict with a plan to promote renewable energy and energy efficiency. No comments specific to energy consumption were submitted in response to the notice of preparation for this EIR. Energy efficiency, as it related to greenhouse gas emissions, is evaluated further in Section 4.8, "Greenhouse Gas Emissions."

4.6.1 Regulatory Setting

Energy conservation is embodied in many federal and state statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for installation of renewable energy systems, and offers the Flex Your Power program promotes conservation in multiple areas.

FEDERAL

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007

increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

The National Highway Traffic Safety Administration (NHTSA) and EPA set the CAFE Standards to improve the average fuel economy and reduce greenhouse gas (GHG) emissions generated by cars and light duty trucks. NHTSA and EPA adopted a rule in 2019 for the current fuel efficiency standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026 by maintaining the current model year 2020 standards through 2026 (Safer Affordable Fuel-Efficient [SAFE] Vehicles Rule). NHTSA and EPA also issued a regulation revoking California's CAA waiver, which allows California to set its own emissions standards, asserting that the waiver was preempted by federal law (SAFE Rule Part One, 84 *Federal Register* 51310, September 27, 2019). California, 22 other states, the District of Columbia, and two cities have filed suit against the SAFE Rule Part One (*California et al. v. United States Department of Transportation et al*., 1:19-cv-02826, U.S. District Court for the District of Columbia). The lawsuit requests a "permanent injunction prohibiting Defendants from implementing or relying on the Preemption Regulation," but does not stay its implementation during legal proceedings. Part One of the SAFE Vehicles Rule went into effect on November 26, 2019. However, on April 26, 2021, EPA announced plans to reconsider Part One of the SAFE Rule as directed in Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis" (discussed below). Public comments to the Notice of Reconsideration ended on June 6, 2021, and EPA held a public hearing on June 22, 2021 (EPA 2022). Nevertheless, at the time this Draft EIR was prepared, the SAFE Rule Part One is in place and it is unclear whether, to what degree, and when the SAFE Rule Part One may be revoked by EPA.

STATE

Warren-Alquist Act

The 1974 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The creation of the act occurred as a response to the State legislature's review of studies projecting an increase in statewide energy demand, which would potentially encourage the development of power plants in environmentally sensitive areas. The act introduced State policy for siting power plants to reduce potential environmental impacts and sought to reduce demand for these facilities by directing CEC to develop statewide energy conservation measures to reduce wasteful, inefficient, and unnecessary uses of energy. Conservation measures recommended establishing design standards for energy conservation in buildings, which ultimately resulted in the creation of the Title 24 Building Energy Efficiency Standards (California Energy Code). These standards are updated regularly and remain in effect today. The act additionally directed CEC to cooperate with the Governor's Office of Planning and Research, the California Natural Resources Agency, and other interested parties in ensuring that a discussion of wasteful, inefficient, and unnecessary consumption of energy is included in all EIRs required on local projects.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 California Energy Action Plan (2008 update). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). Further, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, Governor Davis directed CEC to take the lead in developing a long-term plan to increase alternative fuel use.

A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to: "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (Public Resources Code Section 25301(a)). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2019 IEPR, which is the most recent IEPR, was adopted January 31, 2020. The 2019 IEPR provides a summary of priority energy issues currently facing the state, outlining strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California's nuclear power plants (CEC 2020).

Legislation Associated with Electricity Generation

The state has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018). More detail about these regulations is provided in Section 4.8, "Greenhouse Gas Emissions."

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption.

The 2019 California Energy Code was adopted by CEC on May 9, 2018, and will apply to projects constructed after January 1, 2020. CEC estimates that the combination of required energy-efficiency features and mandatory solar panels in the 2019 California Energy Code will result in new residential buildings that use 53 percent less energy than those designed to meet the 2016 California Energy Code. CEC also estimates that the 2019 California Energy Code will result in new commercial buildings that use 30 percent less energy than those designed to meet the 2016 standards, primarily through the transition to high-efficacy lighting (CEC 2018).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandator codes) developed by CEC that provides green building standards for statewide residential and nonresidential construction. The current version is the 2019 CALGreen Code, which took effect on January 1, 2020. As compared to the 2016 CALGreen Code, the 2019 CALGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

Legislation Associated with Greenhouse Gas Reduction

The state has passed legislation that aims to reduce GHG emissions. The legislation often has an added benefit of reducing energy consumption. SB 32 requires a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. Executive Order S-3-05 sets a long-term target of reducing statewide GHG emissions by 80 percent below 1990 levels by 2050.

SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. The Advanced Clean Cars program, approved by CARB, combines the control of GHG emissions and criteria air pollutants and the increase in the number of zero-emission vehicles into a single package of standards. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

Implementation of the state's legislation associated with GHG reduction will have the co-benefit of reducing California's dependency on fossil fuel and making land use development and transportation systems more energy efficient.

More details about legislation associated with GHG reduction are provided in the regulatory setting of Section 4.8, "Greenhouse Gas Emissions."

LOCAL

No local regulations related to wasteful or inefficient use of energy apply to the project.

4.6.2 Environmental Setting

PHYSICAL SETTING

Energy Types and Sources

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of the energy consumed in California is natural gas. In 2019, approximately 43 percent of the natural gas consumed in the state was used to generate electricity. Large hydroelectric resources powered approximately 17 percent of the electricity used, and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion totaled 32 percent (CEC 2021a).

The Truckee Donner Public Utility District (TDPUD) is the primary electricity supplier to the greater Truckee area. As of 2020, TDPUD was powered by 53.4 percent renewables, including biomass, geothermal, small hydroelectric, solar, and wind (CEC 2021b).

Electricity and Natural Gas

Between 2010 and 2012, the Town implemented energy efficiency upgrades at municipal facilities. This included upgrading light fixtures; adding daylight controls for lighting systems; installing pipe insulation on hot water piping; implementing network thermostats for control of water-source heat pumps; and implementing occupancy-based lighting fixtures. In 2019, the Town completed a follow-up energy efficiency audit of all municipal facilities. Between 2019 and 2021 the Town implemented a suite of energy efficiency upgrades including conversion of all light to efficient LEDs. The Town has also authorized participation in four Property Assessed Clean Energy programs that help to assess and finance energy efficiency and renewable energy upgrades for residential and nonresidential buildings in the Town.

In 2018, the Town installed solar-powered pedestrian crossing lights on Brockway Road and has since installed solar lighting in the Envision DPR project and Stockrest Springs roundabout. Solar lighting has also been installed on the Soaring Way/Joerger Drive/Raley's roundabout, which was built as a requirement of the private development. The Town has initiated conversations with TDPUD about increasing their renewable portfolio to 100 percent. This process will kickstart TDPUD's "green" program that will be marketed to other businesses, organizations, and individual users in the future. The green program and the Town's leadership will help Truckee reach its goal of 100 percent renewable electricity.

Energy Use for Transportation

In 2019, the transportation sector was the largest end-use sector of energy in the state, totaling 39.3 percent, followed by the industrial sector at 23.2 percent, the commercial sector at 18.8 percent, and the residential sector at 18.7 percent (EIA 2022). On-road vehicles use about 90 percent of the petroleum consumed in California. CEC reported retail sales of 36 million and 8 million gallons of gasoline and diesel, respectively, in Nevada County in 2020 (the most recent data available) (CEC 2021c).

4.6.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

Energy consumed to construct development under the project would require the consumption of gasoline and diesel fuel, measured in gallons. Gasoline, and some diesel fuel, would be consumed from worker commute trips to and from Truckee. Diesel would primarily be consumed to operate heavy-duty equipment such as dozers, tractors, and pavers and to support haul truck trips. Emissions factors from CARB's EMissonFactor 2017 program were used to calculate the average fuel economy for vehicles operating within Nevada County by year.

Energy consumed during operation would include electricity and direct natural gas consumption, measured in megawatt-hours per year. Natural gas would also be indirectly combusted from electricity demand; however, compliance with California's various renewable energy standards would decrease natural gas combustion in the energy sector over time.

Building electricity consumption and on-site natural gas combustion estimates were calculated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 computer software (CAPCOA 2021). Where project-specific information was unknown, CalEEMod default values based on the location were used.

Operational fuel use estimates were calculated using the mobile-source emissions module of CalEEMod and the estimated level of VMT associated with the Project as described in Section 4.17, "Transportation."

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on energy if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to energy consumption. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Conservation and Open Space Element

GOAL COS-10: Energy and Solid Waste. Encourage conservation of energy and fuel resources, reduce generation of solid waste, and promote environmental sustainability.

- **COS-10.2: Green Business.** Support the Sierra Business Council's participation in the California Green Business Network.
- **COS-10.3: Conservation in All Town Activities.** Encourage energy conservation, waste reduction, and environmental sustainability in all Town activities.
- **COS-10.4: Passive Heating and Cooling Opportunities.** Encourage new private and public development to maximize opportunities for use of passive or natural heating and cooling. Encourage sites with solar opportunities to be designed with natural heating and cooling principles.

Climate Action Plan Element

GOAL CAP-1: Reduction in Vehicle Miles Traveled. Promote transportation innovation and transportation demand management programs to reduce vehicle miles traveled.

- **Policy M-1.2: Transportation Demand Management Measures.** Support community partners, including existing and future businesses and public and nonprofit employers, in expanding the use of transportation demand management (TDM) measures including discounts, rewards, and parking cash-out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working.
- **Policy M-1.3: Vehicle Miles Traveled Standards.** Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.

- **Policy M-1.4: Transportation Innovation.** Promote transportation innovation and encourage transportation network companies to reduce greenhouse gases through improved technology, curb space management, and micromobility alternatives.

GOAL CAP-2: Bicycle and Pedestrian Trips. Increase bicycle and pedestrian trips to reduce dependence on vehicles and promote community health.

- **Policy M-2.1: Truckee Trails and Bikeways Master Plan.** Maintain, implement, and update the Truckee Trails and Bikeways Master Plan to continue to expand the town's interconnected system of multi-use paths, bike lanes, trails, and sidewalks throughout the community that is safe and accessible to all users, including children, persons with disabilities, and seniors.
- **Policy M-2.5: Bicycle and Pedestrian Roadway Improvements.** Use roadway, roundabout, and intersection improvements as an opportunity to improve bicycle and pedestrian facilities and connections, where feasible.
- **Policy M-2.13: Bike Parking Requirements for New Development.** Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.
- **Policy M-2.14: Adequate Bike Parking at Major Facilities.** Provide adequate bike parking at all Town facilities and encourage similar parking at other agencies and major existing employers.
- **Policy M-2.17: Bicycle and Pedestrian Education.** Promote bicycle and pedestrian use through media campaigns, and continue to provide programs that educate the community about bicycle and pedestrian safety, the benefits of walking and biking, as well as the availability of facilities for the mobility impaired. Support focused programs for more vulnerable users such as school-age children, lower-income users, and the mobility impaired.

GOAL CAP-3: Transit System. Promote a safe, accessible, equitable, and efficient local and integrated regional transit system, including bus, van, shuttle, and rail, to encourage broad support and use of public transit and reduce dependence on single-occupant vehicles.

- **Policy M-3.1: Transit Access.** Require new development to incorporate features that accommodate and maximize transit access and use, including shelters, safe routes to transit stops, and Americans with Disabilities Act (ADA) improvements, and ensure that right-of-way for future transit access is reserved in plans for new growth areas.
- **Policy M-3.2: Transit for Vulnerable, Underserved, and Underrepresented Groups.** Make a diligent effort to engage and incorporate the transit needs of children, seniors, disabled, low-income, vulnerable, and transit-dependent persons in making decisions regarding transit services and compliance with the ADA and Title VI of the Civil Rights Act.
- **Policy M-3.4: First-Last Mile Solutions.** Prioritize capital improvements and land use decisions that integrate first-last mile solutions that connect passengers to and between alternative transportation modes including rail, intercity bus service, biking, and walking.
- **Policy M-3.6: Transit Use and Transfers.** Work to increase ridership by maintaining a "fare-free" system, reducing headways from current one-hour headways, increasing service area coverage, and expanding route connections, including transfers between different modes of transport such as Reno/Tahoe International Airport, Truckee Tahoe Airport, bicycle, rail, and interregional bus service.
- **Policy M-3.7: Transit Signal Priority.** Increase the competitiveness of transit use with private automobiles and improve on-time performance through installation of transit signal priority technology. Work with Placer County and Caltrans to plan, design, and implement managed and/or dedicated transit lanes and "queue jumping" at strategic intersections and points of congestion.
- **Policy M-3.8: Bus Shelters.** Design new ADA-accessible bus and van/shuttle shelters and, where feasible include bicycle racks and bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations. Consider ways to incorporate rider information and real-time NextBus information.

- **Policy M-3.9: Low/No-Emissions Transit Fleets.** Transition the local and regional transit fleets to no- or low-emissions vehicles such as electric or hybrid buses.
- **Policy M-3.11: Interregional Transit Services.** Collaborate and proactively plan with regional partners to expand the provision of interregional transit services to and from the Lake Tahoe Basin, summer and winter recreation destinations, public lands, and the Reno metro area, as funding permits.

GOAL CAP-4: Low- and Zero-Emissions Vehicles. Increase low- and zero-emissions vehicle options to work toward a carbon-neutral transportation system.

- **Policy M-2.12: E-Bike Infrastructure.** Ensure adequate infrastructure for e-bikes such as universal charging and docking stations in new and redeveloped commercial and multi-family residential projects and Town facilities. Create an integrated regional bike-share program, develop standards for new infrastructure, and encourage other agencies and major employers to install e-bike charging stations and regional bike-share docking stations.
- **Policy M-3.10: Low/No-Emissions Microtransit Vehicles to Complement Fixed-Route Transit.** Expand van, shuttle, on-demand ride, trip consolidation software, ridesharing, and other technologies emphasizing no- or low-emissions vehicles such as electric or hybrid to augment or complement fixed-route transit through microtransit services.
- **Policy CAP-4.1: Low- and Zero-Emissions Vehicles.** Support cleaner, sustainable renewable, low-carbon fuels, including renewable electricity or hydrogen fuel cells, and support fuel efficiency measures that would reduce the amount of gasoline and diesel fuel consumed.
- **Policy CAP-4.2: Charging Station System.** Enhance the electric vehicle charging station network throughout town for both public and private fleets.
- **Policy CAP-4.3: EV-Ready Installation Infrastructure.** Require new residential and nonresidential developments to have EV–ready installation infrastructure or installed EV charging stations.

GOAL CAP-5: Land Use Patterns. Reduce reliance on vehicles by encouraging higher-density housing near businesses and amenities (e.g., trails, community gathering spaces) that serve the daily needs of residents.

- **Policy M-1.1: Integration of Land Use and Climate Action Planning and Decisions.** During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.
- **Policy LU-2.4: Appropriate Location of Affordable Housing Development**. Use regulatory and voluntary tools to focus affordable housing development along existing and planned transit routes and near services and jobs.
- **Policy LU-2.5: Healthy Jobs-Housing Balance.** Incorporate information from the North Tahoe Regional Workforce Housing Needs Assessment and future housing needs studies into the Town's housing strategy to maintain a healthy jobs-housing balance in Truckee.

GOAL CAP-7: Energy Efficiency in Existing Development. Increase energy efficiency in existing developments to reduce energy use in the built environment.

- **Policy CAP-7.1: Renewable Energy Sources.** Support utility providers in achieving 100 percent renewable energy by increasing renewable energy sources, including renewable natural gas. Support regional efforts to develop renewable energy sources and supportive funding opportunities.
- **Policy CAP-7.2: Resource Conservation Outreach Programs.** Continue to work with local utility providers to develop outreach programs and materials to educate and influence the resource conservation behavior of residents, businesses, and visitors.
- **Policy CAP-7.3: Energy Efficiency Upgrades at Town Facilities**. Continue to employ energy efficiency upgrades as part of regular municipal maintenance operations and incorporate cost-effective renewable energy options.

- **Policy CAP-7.4: Decarbonization.** Work toward decarbonization of existing buildings while supplementing costs and other burdens for vulnerable populations.
- **Policy CAP-7.5: Building Energy Retrofit Program.** Develop and implement a comprehensive building energy retrofit program to improve energy efficiency and increase electrification in existing buildings.
- **Policy CAP-7.6: Water Conservation.** Promote indoor and outdoor water conservation to reduce water and water-related energy use.

GOAL CAP-8: Energy Efficiency in New Development. Promote and incentivize building electrification and energy efficiency in new development.

- **Policy CAP-8.1: Fossil Fuel Reduction.** Discourage use of fossil fuels in new buildings and incentivize electrification to minimize GHG emissions.
- **Policy CAP-8.2: Zero Net Energy Standard.** Develop a Zero Net Energy (ZNE) Standard to minimize energy use in new residential and nonresidential development.
- **Policy CAP-8.3: Alternative Building Materials.** Support the use of innovative and alternative building materials and designs to improve energy efficiency. Encourage voluntary actions, such as compliance with the Leadership in Energy and Environmental Design standard or the Build It Green point system.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan specifically applicable to energy.

ISSUES NOT DISCUSSED FURTHER

All potential energy-related issues identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.6-1: Result in Potentially Significant Environmental Impact due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction or Operation

Land uses developed and operated under the proposed GPU would increase electricity and natural gas consumption. Buildings developed under the proposed GPU would comply with CCR Title 24 standards for building energy efficiency, and actions in the proposed Climate Action Plan Element would include zero net energy requirements in 2030 and 2040 for residential and commercial development, respectively. Construction-related energy consumption would be temporary and not require additional capacity or increased peak or base period demands for electricity or other forms of energy. Thus, energy consumption associated with the development of the project would not result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be **less than significant**.

Appendix F of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient, and unnecessary" energy usage (PRC Section 21100, subdivision [b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with CCR Title 24 Energy Efficiency Standards and zero net energy building standards in 2030 and 2040 for residential and commercial, respectively, would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the policy area.

Construction-Related Energy

Energy would be required to construct, operate, and maintain construction equipment, and to produce and transport construction materials associated with the construction of the development of the proposed GPU. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the development would be nonrecoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials.

An estimated 2,300,000 gallons of gasoline and 210,000 gallons of diesel would be consumed each year during construction of the Project. The energy needs for project construction would be temporary and are not anticipated to require additional capacity or increase peak or base period demands for electricity or other forms of energy. Use of construction equipment and associated energy consumption would be typical of that associated with construction of new residential and commercial projects in a suburban setting.

Transportation Energy

Fuel use estimates were calculated from the combination of fuel consumption rates and fuel mix by vehicle class from CARB's EMFAC2017 model with overall VMT and mode share by vehicle class modeled for the project in CalEEMod (see Section 4.3, "Air Quality," and Appendix B of this Draft EIR). State and federal regulations regarding standards for vehicles in California are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation. Implementing the proposed GPU would include VMT reduction requirements for new development, new bicycle and pedestrian facilities, improved public transit, and other trip reducing measures.

Fuel consumption associated with vehicle trips generated by implementation of the project would not be considered inefficient, wasteful, or unnecessary in comparison to that associated with other, similar communities in the region. Annual VMT associated with the project would be 597,310,849 and would consume 65,450,00 gallons of gasoline per year and 12,460,000 gallons of diesel per year. These numbers are inherently conservative as they do not account for increased electrification of the Town's vehicle fleet from implementation of CAP measures that seek to reduce the number of gasoline and diesel fuel–powered vehicles operating within the town (see Impact 4.6-2, below).

Building Energy

Operation of residential, commercial, educational, and industrial buildings in the planning area would include typical use of electricity and natural gas for lighting, space and water heating, appliances, and landscape maintenance activities. Indirect energy use would include wastewater treatment and solid waste removal. Implementing the project would increase electricity and natural gas consumption in the region relative to existing conditions and would require construction of new utility connections and potentially new substations. Table 4.6-1 summarizes estimated operational energy demand at buildout.

Table 4.6-1 Operational Energy Consumption

Land Use/Energy Type	Energy Consumption	Units
All Land Uses		
Electricity	6,214	MWh/year
Natural Gas	112,490	MMBtu/year

Notes: MWh/year = megawatt-hours per year; MMBtu/year = million British thermal units per year.

Source: Calculations by Ascent in 2022.

Notably, these numbers are inherently conservative as they do not account for reductions in on-site natural gas combustion and increased availability of renewable energy to power municipal and private buildings that would be facilitated by the CAP's energy-related goals and policies. On-site natural gas combustion would be reduced through electrification of future development and retrofits to existing buildings. See Impact 4.6-2, below, for a complete discussion of these CAP policies.

Conclusion

The project would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. These increases in energy consumption would be necessary to facilitate development within the Town of Truckee; thus, meeting a primary objective of the project. Moreover, many policies in the proposed Climate Action Plan Element would apply to the project (see the discussion under Impact 4.6-2), which would improve energy efficiency throughout the Town. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.6-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Subsequent development in the town would be beholden to relevant measures contained in the proposed Climate Action Plan Element that pertain to energy conservation and renewable energy use. These goals and policies would be applied to future development within the town. For this reason, the project would not conflict with a local plan that encourages energy efficiency or the use of renewable energy. This impact would be **less than significant**.

Buildings constructed in the town would meet the CCR Title 24 standards for energy efficiency that are in effect at the time of construction. Future development would occur consistent with the General Plan over several decades, and these standards likely would continue to be updated in the future to require improved building energy efficiency.

Implementation of the following goals and policies in the proposed GPU would further reduce building energy consumption in the form of gasoline, diesel fuel, natural gas consumption and electricity demand in new development. Goals CAP-1, CAP-2, CAP-3, CAP-4, and CAP-5 and their associated policies would improve the transportation network in the Town and result in reduced VMT and use of single occupancy vehicles through enhanced transit and bicycle systems. This would result in a reduction in gasoline and diesel fuel consumption. GOAL CAP-7 would improve the energy efficiency of existing buildings within the Town, thus reducing electricity and natural gas consumption used to heat and cool existing buildings. GOAL CAP-8 would similarly reduce electricity and natural gas consumption through encouraging building electrification (thus eliminating on-site natural gas combustion) and improved energy efficiency and insulation within new development. These goals and relevant policies would enhance energy efficiency in the town. For this reason, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.7 GEOLOGY AND SOILS

This section describes current conditions relative to geology and soils, including paleontological resources. Paleontological resources are any fossilized remains, traces, or imprints of once living organisms preserved in rock or sediment. This section includes a description of soils and mineral resources, and analysis of environmental impacts. No comments related to geology and soils, including paleontological resources, were submitted in response to the notice of preparation for this EIR.

4.7.1 Regulatory Setting

FEDERAL

National Earthquake Hazards Reduction Act

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States. To accomplish this, the act established the National Earthquake Hazards Reduction Program (NEHRP). The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities.

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 (renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994). The act's primary purpose is to mitigate the fault rupture hazard on human life and property by limiting the potential for siting human occupancy structures across an active fault trace.

The act requires the State Geologist (Chief Administrator of the California Geological Society [CGS]) to delineate Earthquake Fault Zones along faults that are "sufficiently active and well defined." These faults show evidence of Holocene surface displacement along one or more of their segments (sufficiently active) and are clearly detectable by a trained geologist as a physical feature at or just below the ground surface (well defined). The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200–300 feet from well-defined minor faults. The act dictates that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting.

Alquist-Priolo maps are distributed to all affected cities and counties for planning and controlling new or renewed construction. Local agencies must regulate most development projects within these zones, including all land divisions and most structures for human occupancy. State law exempts single-family wood-frame and steel-frame dwellings less than three stories that are not part of a development of four units or more. However, local agencies can be more restrictive.

Seismic Hazards Mapping Act

The Alquist-Priolo Earthquake Fault Zoning Act addresses the hazard of surface fault rupture but is not directed toward other earthquake hazards. Recognizing this, in 1990 the State passed the State Hazards Mapping Act (SHMA), which addresses earthquake hazards that do not involve surface fault rupture, including strong ground shaking, liquefaction, and seismically induced landslides. CGS is the principal State agency charged with implementing the

SHMA. Pursuant to the SHMA, CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides, and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards.

The SHMA requires CGS to delineate regulatory "zones of required investigation" and provide local governments with seismic hazard maps for these zones that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas. Truckee is not located within any of the zones of required investigation.

California Building Code

The California Building Standards Law states that every local agency enforcing building regulations must adopt the provisions of the California Building Code (CBC) within 180 days of its publication; however, each jurisdiction can require more stringent regulations issued as amendments to the CBC. The publication date of the CBC is established by the California Building Standards Commission, and the code is known as Title 24 of the California Code of Regulations. In the past, the CBC was modeled on the Uniform Building Code; however, beginning with the 2007 version, the CBC is now modeled after the International Building Code. Building codes provide minimum requirements to prevent major structural failure and loss of life related to floods, fires, and earthquakes.

Truckee adopted the 2016 CBC in Chapter 15 of the Town of Truckee Code. The 2016 CBC bases its seismic design criteria on maximum considered ground motion through maps prepared by the U.S. Geological Survey for the National Seismic Hazard Mapping Program (see Section 1613). Pursuant to the CBC, soils reports are required to be submitted before issuance of a grading permit or, depending on the permit type, other permits that allow ground disturbance.

Unreinforced Masonry Law

Enacted in 1986, the Unreinforced Masonry Law (Section 8875 et seq. of the California Government Code) required all cities and counties in Seismic Zone 4 (zones near historically active faults) to identify potentially hazardous unreinforced masonry buildings in their jurisdictions, establish an unreinforced masonry loss reduction program, and report their progress to the State by 1990. The owners of such buildings were to be notified of the potential earthquake hazard these buildings pose.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if paleontological features are unexpectedly discovered on nonfederal land. Section 5097.5 of the code states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

Nevada County Local Hazard Mitigation Plan

County adopted the most recent update to the Nevada County Local Hazard Mitigation Plan (NCLHMP) in August 2017. In addition to addressing other hazards, the NCLHMP Annex identifies seismic hazards in the Town, populations and facilities at risk from seismic hazards, the history of seismic activity in the Town, and probability of future occurrence.

Town of Truckee Development Code

Chapter 18.30, General Property Development Standards

Property development standards include provisions to dust and dirt emissions through limit erosion. Section 18.30.030 A8 requires revegetation of graded areas to minimize erosion. Portions of construction sites to remain inactive longer than 3 months must be seeded and watered until grass cover is grown and maintained.

In addition, all applications for Zoning Clearance, Development Permit, Minor Use Permit or Use Permit must include drainage and erosion control plans in compliance with Section 18.30.050. Erosion control measures consistent with the Regional Water Quality Control Board's (RWQCB's) Truckee River Hydrologic Unit Project Guidelines for Erosion Control and the "California Stormwater Best Management Practices Handbooks," prepared by the California Stormwater Quality Association, must be incorporated into projects.

Chapter 18.36, Hillside Development Standards

The Town of Truckee Development Standards include specific standards for new development on hillsides. The standards apply to all uses, subdivisions, and structures proposed on development sites with an average slope of 10 percent or greater or on development sites with any slopes of 20 percent or greater. The standards are designed to ensure that development in the hillside areas is concentrated on the most level portions of the site; it is located in areas that would experience the least environmental impact; and the intensity of development correlates with the steepness of terrain to minimize the impact of grading, unnecessary removal of vegetation, land instability, and fire hazards.

Chapter 18.40, General Property Development and Use Standards

Section 18.30.040 provides procedures and standards for the treatment of paleontological resources and human remains. Where development would significantly impact paleontological resources which have been identified, reasonable mitigation measures are required.

4.7.2 Environmental Setting

REGIONAL GEOLOGY

The Town is located within the Truckee Basin, which is part of the easternmost complex of the Sierra Nevada. The Truckee Basin is located between two mountain ranges that trend north: the 9,000-foot-high Sierra Nevada on the west and the 10,000-foot-high Carson Range on the east (Town of Truckee 2006a).

The Truckee Basin's bedrock consists primarily of Triassic period (230–190 million years ago) and Jurassic period (190–135 million years ago) metamorphic rock. This rock type is characterized as very dense with small grain structure and little capacity for water storage. On top of the bedrock sits a sequence of volcanic flows, glacial deposits, and stream and lake deposits from the late Tertiary period (from 63 million to 2 million years ago). The layer is characterized by horizontal beds of unconsolidated volcanic and sedimentary material, which is generally porous and has a large capacity for water storage.

SOILS

The soils underlying the town consist primarily of glacial till, moraines, and outwash. These soils are characterized by silty/sandy gravels or gravelly/silty sands. The soils contain large amount of sediment, as well as cobbles and boulders that were transported to the Truckee Basin from the Sierra Nevada through glacial activity. Surface soils in the Town are mapped by the U.S. Natural Resources Conservation Service as predominantly coarse-grained soils with cobbles and are well drained (Town of Truckee 2006a). Table 4.7-1 describes the soils that make at least 5 percent of the total area in the Town limits.

Table 4.7-1 Soils That Make Up at Least 5 Percent of the Town

Soil Name	General Description	Erosion Factor (K)	Linear Extensibility
Inville-Riverwash-Aquolls complex	Coarse sandy loam from outwash derived from volcanic rock	.10	1.5
Fugawee-Tahoma complex	Sandy loam from residuum weathered from igneous rock	.05	1.5
Martis Euer Variant complex	Sandy loam from glaciofluvial deposits derived from volcanic rock	.20	1.5
Inville Martis variant	Coarse sandy loam from outwash derived from volcanic rock	.10	1.5
Aldi-Kyburz complex	Loam from residuum weathered from volcanic rock	.20	1.5
Kyburz Trojan complex	Gravelly sandy loam from colluvium over residuum weathered from andesite	None listed	1.2

Source: Soil Survey Staff 2022.

Expansive Soils

Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. The amount and type of clay minerals in the soil influence volume change (Soil Survey Staff 2022). Linear extensibility is used to determine the shrink-swell potential of soils. The shrink-swell potential is low if the soil has a linear extensibility of less than 3 percent; moderate if 3 to 6 percent; high if 6 to 9 percent; and very high if more than 9 percent. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. As shown in Table 4.7-1, the most common soils in the town have a low linear extensibility. Therefore, there is a low potential for expansive soils in the policy area.

Erosion

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat) (Soil Survey Staff 2022). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water. As shown in Table 4.7-1, the erosion factor of the major soils in the policy area varies between 0.05 and 0.20, which indicates a lower erosion hazard.

SEISMIC HAZARDS

The town is located within a seismically active region that has experienced seismic activity in the recent past. As a result, the Town is subject to several earthquake-related seismic hazards, including ground rupture, liquefaction, and ground shaking. The degree of damage an earthquake can cause depends on a variety of factors, such as the magnitude of the earthquake; focal depth; distance from the causative fault; source mechanism; duration of shaking; extent of high rock accelerations; type of surface deposits or bedrock; degree of consolidation of surface deposits; presence of high groundwater; topography; and the design, type, and quality of building construction. Seismic activity has the potential to damage structures and critical infrastructure networks, such as water, power, gas, and transportation infrastructure, as well as pose a risk to the health and safety of citizens (Nevada County 2017a).

The two most common measures of earthquake intensity used in the United States are the Modified Mercalli Intensity scale, which measures felt intensity, and peak ground acceleration, which measures instrumental intensity by quantifying how hard the earth shakes in a given location. Magnitude is measured by the amplitude of the earthquake waves recorded on a seismograph using a logarithmic scale (Nevada County 2017a). Table 4.7-2 illustrates a comparison between the various metrics used to measure seismic activity.

Table 4.7-2 Seismic Magnitude, Intensity, and Ground-Shaking Comparison

Magnitude	Instrumental Activity	Peak Ground Acceleration (% g)	Shaking	Potential Damage
0–4.3	I	<0.17	Not felt	Not felt except by a very few under especially favorable conditions
4.3–4.8	II–III	0.17–1.4	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings
	IV	1.4–3.9	Light	Felt indoors by many, outdoors by few during the day
4.8–6.2	V	3.9–9.2	Moderate	Felt by nearly everyone; many awakened
	VI	9.2–18	Strong	Felt by all, many frightened; some heavy furniture moved
6.2–7.3	VII	18–34	Very strong	Damage negligible in buildings of good design and construction
	VIII	34–65	Violent	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse
7.3–8.9	IX	65–124	Very violent	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; buildings shifted off foundations
	X	124+	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; rails bent
	XI			
	XII			

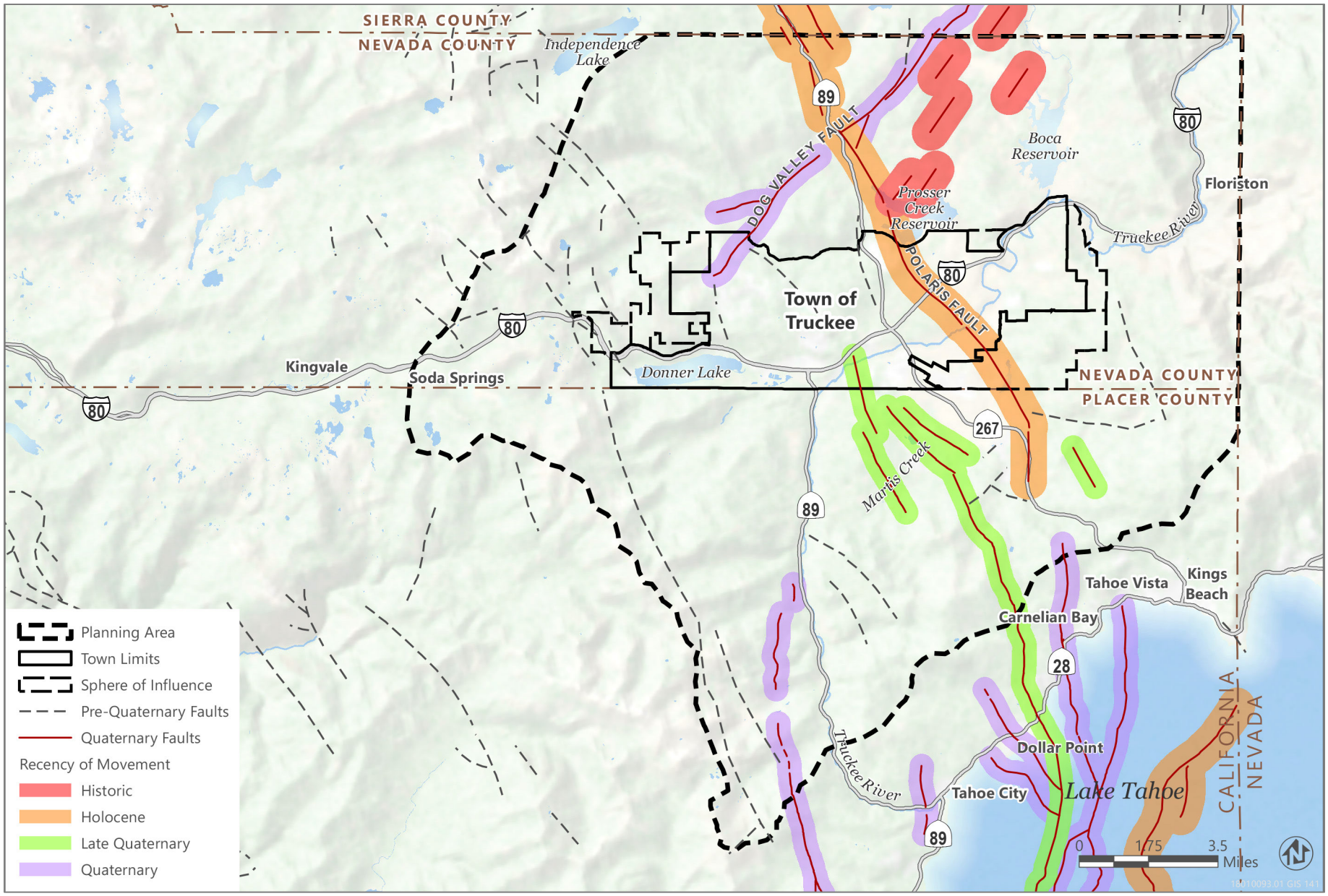
Sources: USGS 2018a, 2018b.

Earthquake Faults

An earthquake is caused by a sudden slip on a fault. Stresses in the earth's outer layer push the sides of the fault together. Stress builds up, and the rocks slip suddenly, releasing energy in waves that travel through the earth's crust and cause the shaking that is felt during an earthquake. An earthquake's magnitude is expressed in whole numbers and decimals based on the Richter scale, which is used to quantify the magnitude or strength of the seismic energy released by an earthquake.

As shown in Figure 4.7-1, earthquake faults in or near Truckee include the Dog Valley Fault, which runs through Truckee from Prosser Reservoir past Boca Reservoir to Stampede Reservoir in Sierra County and the Mohawk Valley Fault, located approximately 20 miles northeast of the Town in Sierra County (Nevada County 2017a). Figure 4.7-1 also includes the Polaris Fault, which was discovered in 2008 and runs north-south through the town adjacent to Martis Creek Dam. The risk of seismic activity from the Polaris Fault is still being assessed but could represent a seismic hazard and is being actively monitored by the Town (Town of Truckee 2013). There are also a series of trace faults located within the town limits. These faults are not included in the Alquist-Priolo Special Study Zone, which encompasses fault areas considered to pose the greatest risk in the state.

Based on information in the NCLHMP, the Dog Valley, Mohawk and Polaris Faults pose the highest risk to Truckee. Based on a U.S. Bureau of Reclamation study, the Mohawk Valley Fault could result in a maximum earthquake of magnitude 7.0, while the Dog Valley Fault could result in a maximum earthquake of magnitude 6.75 (U.S. Bureau of Reclamation 1986). There has been relatively recent seismic activity in the town, including a magnitude 6+ earthquake in 1966, a magnitude 3.6 earthquake in 1998, and a magnitude 4.5 earthquake centered 6 miles south of Truckee in June 2004. The Town also experienced a swarm of 28 earthquakes in June 2017, with the largest being a magnitude 3.9 (Nevada County 2017b). Several earthquakes centered approximately 4.5 miles southeast of Dollar Point, in the middle of Lake Tahoe, occurred in 2021, including a 4.7 magnitude earthquake in May and a swarm of earthquakes (3.7 magnitude followed by aftershocks measuring 2.8 and 2.7) in April. There have been no disaster declarations in the town related to seismic activity.

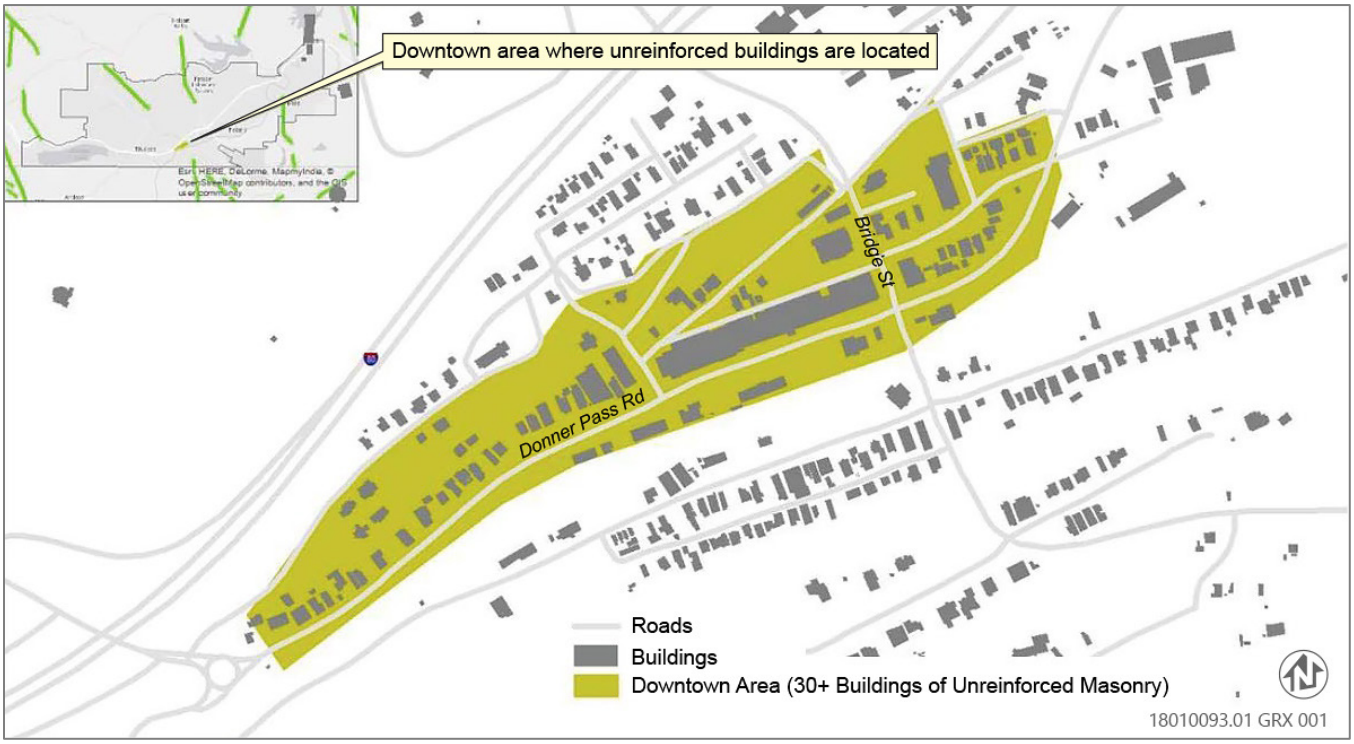


Source: Data downloaded from California Geological Survey in 2018.

Figure 4.7-1 Fault Lines and Ages

Ground Shaking

Ground shaking is the motion that occurs as energy is released during earthquake events. It can cause structural damage by transmitting earthquake vibrations from the ground to the structure. The severity of ground shaking at any one location depends primarily upon the magnitude of the earthquake, the location of the fault with respect to the site, and the soil and/or rock conditions at the site. In the Sierra Nevada, the relatively shallow weathered material underlain by dense bedrock can lessen the seismic risk. However, as mentioned above, the area surrounding the Town includes faults that could result in seismic activity. Seismic activity within the region could cause ground shaking to occur within the town and could be the source of structural damage during earthquake events. In certain circumstances, ground shaking can cause ground rupture, during which an earthquake breaks open the earth's surface. This can cause structural damage to buildings that lie directly on top of the location of ground rupturing. As noted in the NCLHMP, approximately 30 buildings in the historic downtown area of Truckee have unreinforced masonry and are at increased risk from seismic activity. The building footprints of these buildings and the boundaries of the historic downtown area can be seen in Figure 4.7-2. These unreinforced buildings are more susceptible to damage during seismic events; therefore, building occupants are at increased seismic hazard risk. Ground shaking also has the ability to cause damage to levees and dams, resulting in levee or dam failure and creating significant flooding risks. This issue is discussed further in Section 4.10, "Hydrology and Water Quality." Based on information from the California Governor's Office of Emergency Services, the Town is in an area that would experience moderate levels of ground shaking intensity and damage from an earthquake event (Cal OES 2018). As shown by the scale in Table 4.7-2, an earthquake between magnitude 6.75 and 7 would cause significant damage to structures and critical infrastructure.



Source: Image provided by the Town of Truckee in 2018.

Figure 4.7-2 Earthquake Faults and Unreinforced Masonry Buildings

Liquefaction

Liquefaction is the process in which soil is transformed to a fluid form during intense and prolonged ground shaking. Liquefaction most often occurs in areas where the water table is less than 30 feet below the surface, and soils are characterized by loose to medium density sand. Liquefaction can cause more extensive damage under a sloping soil mass, causing the entire mass to flow toward a lower elevation. As discussed above, Truckee is not located within any

of the zones of required investigation established by CGS pursuant to SHMA and, thus, is not considered susceptible to liquefaction.

Slope Stability and Landslides

"Landslide" is a general term for the dislodging and fall of a mass of soil or rocks along a sloped surface or for the dislodged mass itself. The term is used for varying phenomena, including mudflows, mudslides, debris flows, rock falls, rockslides, debris avalanches, debris slides, and slump-earth flows. Landslides may result from a wide range of combinations of natural rock, soil, or artificial fill. The susceptibility of hillside and mountainous areas to landslides depends on variations in geology, topography, vegetation, and weather. Landslides may also occur because of indiscriminate development of sloping ground or the creation of cut-and-fill slopes in areas of unstable or inadequately stable geologic conditions.

Additionally, landslides often occur together with other natural hazards, thereby exacerbating conditions, as described below:

- Shaking attributable to earthquakes can trigger events ranging from rock falls and topples to massive slides.
- Intense or prolonged precipitation that causes flooding can also saturate slopes and cause failures, leading to landslides.
- Wildfires can remove vegetation from hillsides, significantly increasing runoff and landslide potential.
- Landslides into a reservoir can indirectly compromise dam safety. A landslide can even affect the dam itself.

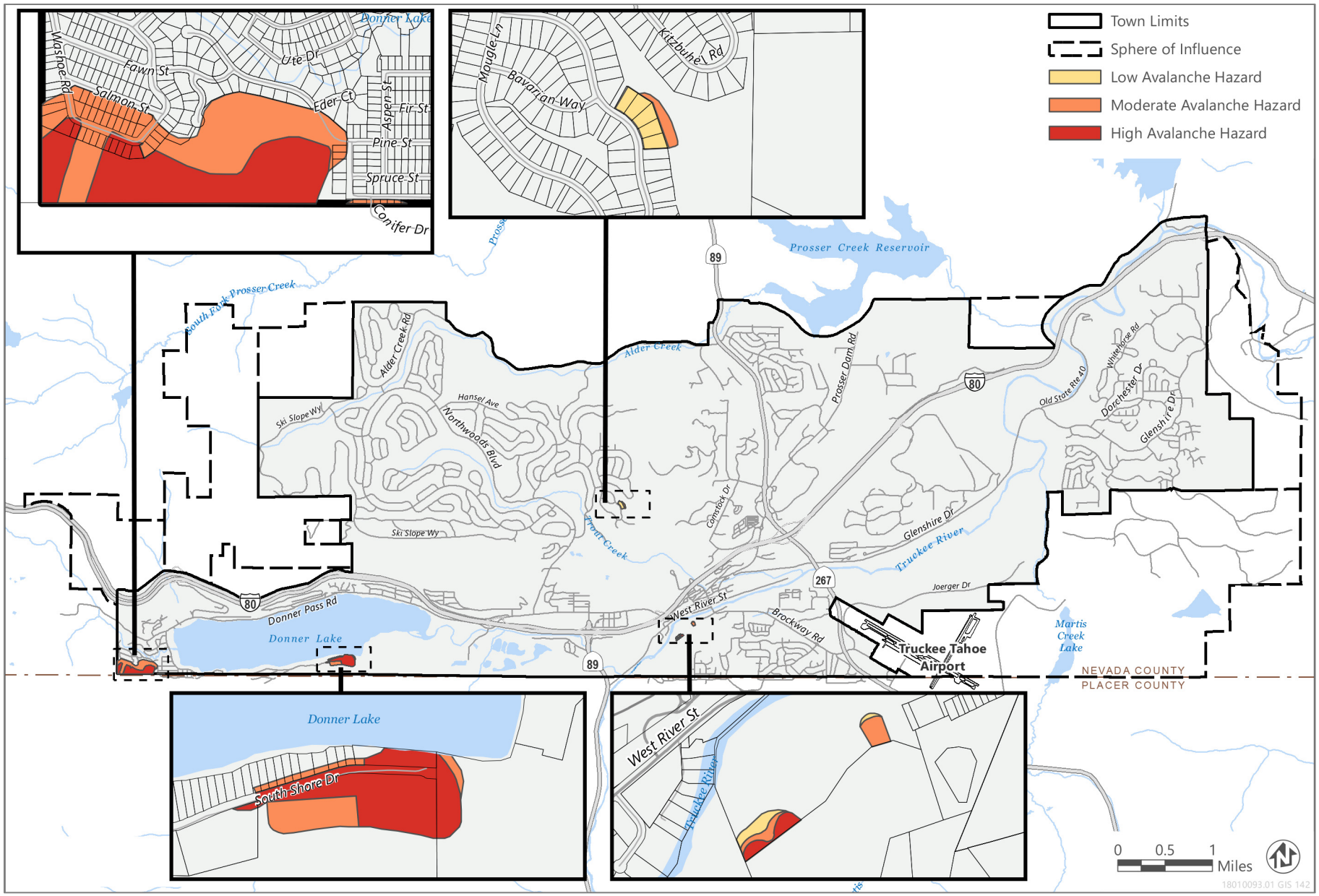
Another type of landslide occurs in areas cut by perennial streams. As floodwaters erode channel banks, rivers may undercut clay-rich sedimentary rocks along their banks, thereby destabilizing the ground and causing the ground above it to slide.

Steep slopes, defined as slopes of 30 percent or greater, limit areas suitable for development for many areas in Truckee. Specific locations identified in the *Town of Truckee Emergency Operations Plan* include areas along the Truckee River, the ridges and hillsides north and west of Downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. These areas are at increased risk of landslides during seismic events, particularly areas with weak soils (Town of Truckee 2008). Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). As mentioned above, the occurrence of other natural hazards that affect sloped areas could increase the risk of landslides during seismic events.

Snow Avalanche

An avalanche is a mass of snow, ice, and rocks that fall down a mountainside, usually during heavy winter storms. Snow avalanches are a natural phenomenon resulting from the interaction of site-specific terrain, weather, and snowpack conditions. Avalanches occur in the steep mountainous areas of the state that receive significant amounts of snow. There are a number of localized conditions which affect the overall risk of snow avalanches, including steepness of slope, exposure, snowpack composition, recent weather factors such as wind, temperature, and rate of snowfall and other interacting factors (Town of Truckee 2008). Based on information from the Sierra Avalanche Center and Colorado Avalanche Information Center, there have been no avalanche incidents in the Town of Truckee causing injury or death (Sierra Avalanche Center 2022).

The Town includes several areas which are at increased risk from snow avalanche events. These include an area at the west end of Donner Lake, and another south of the lake just west of the Donner Memorial State Park, as well as a smaller area at the southeast edge of Tahoe Donner. Vegetation and trees in these areas serve as anchors for snowpack and decrease the overall risk of snow avalanche events in these areas (Town of Truckee 1998). These locations are incorporated into the Town's Snow Avalanche Overlay District in Section 18.20.060 of the Town of Truckee Municipal Code which includes specific development standards for parcels with the overlay area (Figure 4.7-3). The LHMP identified the probability of future avalanche events as occasional and the magnitude of these events to be negligible in Truckee.



Source: Data received from Town of Truckee in 2019.

Figure 4.7-3 Avalanche Overlay District

PALEONTOLOGICAL SETTING

Significant nonrenewable vertebrate and invertebrate fossils and unique geologic units have been documented throughout California. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks (refer to geologic timescale in Table 4.7-3). Paleontological potential refers to the likelihood that a rock unit will yield a unique or significant paleontological resource. All sedimentary rocks, some volcanic rocks, and some low-grade metamorphic rocks have potential to yield significant paleontological resources. Depending on location, the paleontological potential of subsurface materials generally increases with depth beneath the surface, as well as with proximity to known fossiliferous deposits.

Table 4.7-3 Divisions of Geologic Time

Era	Period	Time in Millions of Years Ago (approximately)	Epoch
Cenozoic	Quaternary	< 0.01	Holocene
		2.6	Pleistocene
	Tertiary	5.3	Pliocene
		23	Miocene
		34	Oligocene
		56	Eocene
		65	Paleocene
Mesozoic	Cretaceous	145	—
	Jurassic	200	—
	Triassic	251	—
Paleozoic	Permian	299	—
	Carboniferous	359	—
	Devonian	416	—
	Silurian	444	—
	Ordovician	488	—
	Cambrian	542	—
Precambrian		2,500	—

Source: USGS 2010.

Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered as having a high paleontological potential while Holocene-age deposits (less than 10,000 years old) are generally considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms. Metamorphic and igneous rocks have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. Generally, the processes that form igneous and metamorphic rocks are too destructive to preserve identifiable fossil remains.

The Truckee Basin's bedrock consists primarily of Triassic period (230–190 million years ago) and Jurassic period (190–135 million years ago) metamorphic rock. This rock type is characterized as very dense with small grain structure and little capacity for water storage. On top of the bedrock sits a sequence of volcanic flows, glacial deposits, and stream and lake deposits from the late Tertiary period (from 63 million to 2 million years ago). The layer is characterized by horizontal beds of unconsolidated volcanic and sedimentary material, which is generally porous and has a large capacity for water storage.

Known Paleontological Resources

A search of the University of California Museum of Paleontology (UCMP) database was conducted on March 28, 2022. Records of paleontological finds maintained by the UCMP (2017) state that the resources closest to the Town of Truckee were located approximately 4 miles southwest of downtown Truckee and approximately 5 miles northeast of Truckee near the Boca Reservoir. The two resources near the Boca Reservoir were from the Quaternary period and the Pleistocene epoch, whereas the resource to the southwest of downtown Truckee is from the Quaternary period and the Holocene epoch. Forty-two other resources have been found throughout the County. The six closest resources within Placer County are located between 30 and 40 miles west of the town. Five of these are from Tertiary period and the Eocene epoch and one is from the Quaternary period and the Holocene epoch. There are 22 other resources found throughout Placer County (UCMP 2017).

4.7.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide future development resource management throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could result in exposure of people and structures to seismic hazards, mass wasting events, or unstable soil conditions; produce accelerated erosion and loss of topsoil; and affect paleontological resources.

The following examination of geology and soils is based on review of existing plans, use of online mapping tools and other maps, and regulatory documents and requirements. The analysis considers the location of proposed land use designation as well as existing state regulations and GPU policies and actions that would protect development projects and residents from geologic hazards. It also considers the known paleontological resource environmental setting in the policy area, the potential for previously undocumented resources, and physical effects (i.e., disturbance, material alteration, demolishment) to known and previously undocumented resources that could result from projected development under the project. Because the specific locations of some resources are not mapped, and the exact extent of ground disturbance associated with projected development under Truckee2040 is unknown at this time, it is not possible to assess impacts to specific resources. This analysis is informed by the provisions and requirements of federal, state, and local laws and regulations that apply to paleontological resources.

THRESHOLDS OF SIGNIFICANCE

The GPU would result in potentially significant impacts on geology and soils if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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);
  - strong seismic ground shaking;
  - seismic-related ground failure, including liquefaction;
  - landslides;

- result in substantial soil erosion or the loss of topsoil;
- 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;
- 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;
- 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; or
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to geology and soils, including paleontological resources. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Community Character Element

GOAL CC-4: Historic and Cultural Resources. Protect and restore historic, cultural, archaeological, and paleontological resources that enrich a sense of history and respect for our environment.

- Policy CC-4.1: Cultural Resource Preservation. Require development that includes ground disturbance be assessed by a qualified professional for potential archaeological, tribal cultural, and paleontological resources or sites and be designed to avoid impacts to these resources to the maximum extent feasible. Where there is evidence of an archaeological, tribal cultural, or paleontological resource or site in a proposed project area or there is determined to be a high likelihood for the occurrence of such sites, require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe.

Safety and Noise Element

GOAL SN-4: Snow Avalanche Hazards. Reduce risks associated with avalanche hazards.

- Policy SN-4.1: Avoid Development in Avalanche Hazard Areas. Avoid siting new development in avalanche hazard areas.
- Policy SN-4.2: Avalanche Hazard Areas. Continue to identify avalanche hazard areas and to enforce special standards for construction in avalanche hazard areas.
- Policy SN-4.3: Climate-Related Avalanche Risk. Encourage and support scientific studies to determine the impact of changing climate conditions on avalanche hazards.
- Policy SN-4.4: Avalanche Hazard Education. Collaborate with the Sierra Avalanche Center to educate the community on avalanche hazards, including potential climate change effects, such as rain-on-snow events and warm spells.
- Action SN-4.A: Snow Avalanche Overlay District Standards. Conduct a study to review and modify, as appropriate, the Development Code standards for the Snow Avalanche Overlay District to respond to updated avalanche information.

GOAL SN 5: Geological Hazards. Reduce the risk of injury, loss of life, and property damage from earthquakes, landslides, and other geologic hazards.

- Policy SN-5.1: Avoidance of Steep Slopes and Unstable Soils. Require new development be located in such a way as to avoid hazardous areas, including steep slopes and areas of unstable soils.

- **Policy SN-5.2: Building Retrofit for Earthquake and Landslide Protection.** Encourage retrofitting of structures, particularly older buildings, to withstand earthquake shaking and landslides. Ensure that new development incorporates design and engineering that minimizes the risk of damage from seismic events and landslides.
- **Policy SN-5.3: Soils Reports.** Require soils reports for new development in areas where geologic risks are known to exist, as required by the Town Building Code. Such reports should be prepared by a qualified geologist or engineer and include recommendations for appropriate engineering and other measures to address identified risks.

Conservation and Open Space Element

Goal COS-5: Soil Resources. Protect the town's soil resources from erosion.

- **Policy COS-5.1: Preservation of Steep Slopes.** Continue to preserve slopes of 30 percent or greater as open space and avoid slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent.
- **Policy COS-5.2: Minimization of Erosion and Sedimentation**. Continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices.
- **Policy COS-5.3: Project Review for Grading Activities**. Require discretionary project review for grading activities involving 500 square feet of disturbance and/or 20 cubic yards of grading not associated with an approved development project or timber harvesting plan.
- **Action COS-5.A: Identification of Existing Critical Erosion Problems and Pursue Funding.** Work with the Truckee River Watershed Council and Lahontan Regional Water Quality Control Board to identify existing critical erosion problems and to pursue funding to resolve these problems.
- **Action COS-5.B: Use of Innovative Erosion Control Measures.** Update standards as new innovative practices are developed, for temporary and permanent erosion control measures.

GOAL COS-7: Water Quality. Protect water quality and quantity in creeks, lakes, natural drainages, and groundwater basins.

- **Policy COS-7.2: Implementation of Best Management Practices.** Protect surface water and groundwater resources from contamination from runoff containing pollutants and sediment through implementation of the Lahontan Regional Water Quality Control Board's best management practices.
- **Policy COS-7.5: Enforcement of Waste Discharge Guidelines.** Enforce guidelines set forth by the Lahontan Regional Water Quality Control Board regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems.
- **Policy COS-7.6: Low Impact Development and Best Management Practices.** Use low impact development and best management practices established in the Lahontan Regional Water Quality Control Board's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures required by the Town.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to geology and soils, including paleontological resources:

- **LU-RC-10:** Site and design new development to:

1. Preserve views of and access to the Truckee River.
2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values.
3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- 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 Town of Truckee Development Code Section 18.08.060A – Residential Zoning District Performance Standards requires that no land use shall be approved with on-site sewage disposal. Connection to sewer shall be required. Residential subdivisions creating four or less parcels and existing legal single-family lots may use on-site septic systems with the approval of the Nevada County Environmental Health Department and environmental agencies such the RWQCB, and if approved by the review authority. Section 18.12.080E – Commercial and Manufacturing Zoning District Performance Standards prohibits the use of a septic system, portable toilets, or offsite restrooms for a permanent land use. Additionally, GPU Policy COS-7.5 states that the Town will enforce guidelines set forth by the Lahontan Region RWQCB regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems. Although some new residential development that requires the use of septic tanks or alternative wastewater disposal systems could be constructed under the GPU, approval from the appropriate health and environmental agencies would confirm that the installation of such a system at that location is feasible and would not result in significant impacts. Therefore, this issue is not further discussed.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.7-1: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving 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

None of the faults within the town limits are delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. Therefore, the risk of rupture is low. Impacts associated with fault rupture would be **less than significant**.

There are several earthquake faults in or near the Town of Truckee. Faults located in or near the town are shown on Figure 4.7-1. Although faults within the town limits, including the Dog Valley Fault, Polaris Fault, and various trace faults could rupture, none of these faults are delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. As described above in Section 4.7.1, "Regulatory Setting," these maps generally identify faults that have been active in the recent past and present a risk of surface rupture. Therefore, because there are no faults in the town that are depicted on an Alquist-Priolo Earthquake Fault Zoning Map, the risk of rupture is low. Further, the proposed GPU includes Policy SN-5.3, which would require soils reports for new development in areas where geologic risks are known to exist, as required by the Town Building Code, which would address site-specific geologic hazards.

Impacts associated with rupture of a known earthquake fault resulting from implementation of the project would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-2: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Strong Seismic Shaking

Implementation of the project would result in the potential for development subject to future seismic events that could produce strong seismic ground shaking within the town that could damage structures or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with strong seismic shaking would be **less than significant**.

There are several earthquake faults in or near the Town of Truckee. These include the Dog Valley Fault, which runs through Truckee and could result in a maximum earthquake of magnitude 6.75 (Nevada County 2017a; U.S. Bureau of Reclamation 1986). Also, the Mohawk Valley Fault, located approximately 20 miles northeast of Truckee could result in a maximum earthquake of magnitude 7.0 (Nevada County 2017a; U.S. Bureau of Reclamation 1986). The Polaris Fault, which was discovered in 2008, runs north-south through the Town adjacent to Martis Creek Dam. The risk of seismic activity from the Polaris Fault is still being assessed but could represent a significant seismic hazard due to ground shaking and is being actively monitored by the Town (Town of Truckee 2013). There are also a series of trace faults located within the Town boundary. Recent seismic activity in the Town includes a magnitude 6+ earthquake in 1966, a magnitude 3.6 earthquake in 1998, and a magnitude 4.5 earthquake centered 6 miles south of Truckee in 2004. The Town also experienced a series of 28 earthquakes in 2017, with the largest being a magnitude 3.9 (Nevada County 2017b). As a result of the potential for seismic activity, the town is subject to ground shaking.

Seismic activity within the region could cause ground shaking to occur within the town and could be the source of structural damage to buildings and other infrastructure during earthquake events. New development that occurs under the GPU would comply with the CBC and the Truckee Development Code, which would minimize potential for structural damage during ground shaking. Approximately 30 buildings in the historic downtown area of Truckee have unreinforced masonry and are at increased risk from seismic activity. GPU Policy SN-5.2 encourages retrofitting of structures, particularly older buildings, to withstand earthquake shaking and ensure that new development incorporates design and engineering that minimizes the risk of damage from seismic events. Historic structures that are redeveloped would require seismic retrofit consistent with the requirements of the CBC. Due to compliance with the CBC, Town of Truckee Development Code, and the General Plan Update policies as stated above, impacts associated with strong seismic shaking resulting from implementation of the project would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-3: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Seismic-Related Ground Failure, including Liquefaction

Implementation of the project would result in the potential for development subject to future seismic events that could produce ground failure, including liquefaction, within the town that could damage structures and/or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with seismic-related ground failure, including liquefaction, would be **less than significant**.

As discussed above, there are several earthquake faults in or near the Town of Truckee. However, Truckee is not located within any of the zones of required investigation identified by CGS pursuant to the SHMA and, thus, is not considered susceptible to substantial risk of liquefaction. Pursuant to the CBC and Chapter 15 of the Town of Truckee Code, soils reports are required to be submitted before issuance of a grading permit or, depending on the permit

type, other permits that allow ground disturbance. GPU Policies SN-5.1 and SN-5.3 also address liquefaction and ground failure. These policies would require the Town to locate new residential development in such a way as to avoid areas of unstable soils and require soil reports for new development where geologic risks exist that would recommend measures to address any identified risks.

Due to the low potential for liquefaction hazards and compliance with the CBC, Town of Truckee Development Code, and the GPU policies as stated above, impacts associated with seismic-related ground failure, including liquefaction, resulting from implementation of the project would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-4: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Landslides

Implementation of the project would result in the potential for development subject to future seismic events that could produce landslides within the town that could damage structures and/or create adverse health and safety effects. However, with implementation of the CBC, Town of Truckee Development Code, and GPU policies, impacts associated with landslides would be **less than significant**.

As discussed above, there are several earthquake faults in or near the Town of Truckee. As a result of the potential for seismic activity, the town is subject to landslides. Specific locations that at increased risk of landslides during seismic events are identified in the *Town of Truckee Emergency Operations Plan*. These include areas along the Truckee River, the ridges and hillsides north and west of Downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill (Town of Truckee 2008). Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Additionally, Truckee is not located within any of the CGS zones of required investigation and, thus, is not considered susceptible to earthquake-induced landslide.

Additionally, GPU Policies SN-5. and SN-5.2 state to locate new residential development in such a way as to avoid areas of hazard including steep slopes and encourage retrofitting of structures to withstand landslides and ensure that new development incorporates design and engineering that minimizes the risk of damage from landslides.

Due to the ow potential for substantial adverse effects, based on CGS mapping and historical occurrence, as well as compliance with the GPU policies as stated above, impacts associated with landslides resulting from implementation of the project would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-5: Result in Substantial Soil Erosion or the Loss of Topsoil

Implementation of the project would result in the potential for development that could require vegetation removal and grading, which could increase potential for wind and water soil erosion, especially in areas with steep slopes. However, compliance with applicable provisions of the Town of Truckee Development Code and policies of the Conservation and Open Space and Safety and Noise Elements of the GPU, as well as the California Construction General Permit Order 2009-0009-DWQ, would reduce the potential for substantial erosion. Impacts on soil erosion and loss or topsoil would be **less than significant.**

Development that could take place under the GPU could include vegetation removal and grading, which would increase the potential for wind and water erosion to result in the loss of topsoil. The erosion factor of a soil indicates the susceptibility of a soil to sheet and rill erosion by water. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Soil Survey Staff 2022). Erosion factors range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to

sheet and rill erosion by water. As shown in Table 4.7-1, above, the erosion factor of the major soils in the town varies between .05 and .2, which indicates that there is a lower erosion hazard for soils in the town.

There are elements of the Truckee Development Code that minimize the potential for erosion. Section 18.30.030 A8. requires prompt revegetation of graded areas to minimize dust and erosion. Section 18.30.050 states that all grading permit applications need to include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater. This section also requires surface runoff treatment measures consistent with the RWQCB's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the Town of Truckee Stormwater Management Program Guidelines, and the "California Stormwater Best Management Practices Handbooks."

There are also policies in Conservation and Open Space Element that would minimize the soil erosion potential associated with implementation of the project.. Through Policy COS-5.2, the Town would continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices. Policy COS-7.6 states that the Town would utilize Low Impact Development and best management practices established in the RWQCB's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, and the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures. In addition, the Town would work with the Truckee River Watershed Council and Lahontan Region RWQCB to identify existing critical erosion problems and to pursue funding to resolve these problems (Action COS-5.A). The Town would also establish standards for temporary and permanent erosion control measures for grading associated with single family residences, duplexes, and second units on existing and future lots (Action COS-5.B) and require discretionary approval for substantial grading projects (Policy COS-5.3). To minimize the potential for sedimentation, Policy COS-5.1 would encourage preservation of slopes of 30 percent or greater as open space and avoidance of slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent. Additionally, every project that would disturb over an acre of soil would be required to comply with the California Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ) which requires implementation of a SWPPP and specific best management practices to prevent erosion.

Adherence to the Town of Truckee Development Code, policies of the GPU, and California Construction General Permit would reduce the impact of erosion and loss of topsoil due to implementation of the project to **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-6: 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

Implementation of the project has the potential to result in the development of facilities on unstable soils or geologic units. Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Because of the nature of the soils and groundwater conditions, the risk of lateral spreading, subsidence, liquefaction, and collapse occurring within the town is considered to be minimal. With adherence to the CBC, the Town Development Code, and G PU policies, impacts associated with unstable soils or geologic units would be **less than significant.**

The General Plan Update would potentially allow the development of facilities on unstable soils or geologic units or cause those soils or units to become unstable. In addition to the potential for landslide lateral spreading, subsidence,

liquefaction or collapse, the following evaluation includes a discussion of potential for avalanche because it is a hazard of concern for the Town.

Avalanche

The risk of avalanche is limited to the areas included in the Town's Snow Avalanche Overlay District. The presence of vegetation and trees in these areas decreases the overall risk of snow avalanche events. Nevada County has identified the probability of future avalanche events as occasional and the magnitude of these events to be negligible (Nevada County 2017a). Climate change has the potential to worsen avalanche risks in the town. Warmer temperatures or rain weaken snowpack and can result in the from formation of a crust due to early season rain (which is projected to increase due to climate change). Changes to the quality of snow cover could lead to increased frequency and severity of avalanche events (Cal OES 2018).

The Town has Development Code measures to minimize impacts related to avalanche. Section 18.20.060 identifies those areas where the Town finds that an avalanche potential exists and sets forth development standards based on avalanche risk. The Town also requires a soils report to justify the suitability of the slope and foundation design (Town of Truckee 2021). GPU policies in the Safety and Noise Element (Policies SN-4.1, SN-4.2, SN 4.3, and SN-4.4) would further minimize potential avalanche hazards. Policies SN-4.3 and SN-4.4 are new policies that would encourage further study of potential climate-related changes to avalanche risk and subsequent education of the community.

Landslide

The susceptibility of hillside and mountainous areas to landslides depends on variations in geology, topography, vegetation, and weather. Specific locations identified as having steep slopes, defined as slopes of 30 percent or greater, in the *Town of Truckee Emergency Operations Plan* include areas along the Truckee River, the ridges and hillsides north and west of Downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. These areas are at increased risk of landslides (Town of Truckee 2008). Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Section 1803.2 of the CBC requires that a geotechnical investigation is conducted to assure a site is suitable for building. This investigation determines if the site contains unstable soils or soils subject to excessive settlement or differential movement, faulting, or spreading. The investigation assesses potential consequences of soil strength loss. The Town also has Development Code measures to minimize impacts related to unstable soils and geologic units. Section 18.36.020C provides hillside development standards for slopes of 20 percent or greater and requires a soil and geotechnical study that identifies special constraints and mitigation measures to minimize unstable soils and to analyze the landslide hazards of the site and their potential effect. There are also policies in the Conservation and Open Space and Safety and Noise Elements of the GPU that would minimize development on unstable soil or geologic units. This includes Policies SN-5.1, SN-5.2, and COS-5.1 that are intended to reduce risks associated with landslides.

Lateral Spreading and Liquefaction

As stated in Impacts 4.7-3, and 4.7-4 the SHMA requires the CGS to delineate regulatory "zones of required investigation" and provide local governments with seismic hazard maps for these zones that identify areas susceptible to liquefaction and other ground failures like lateral spreading. Truckee is not located within any of the zones of required investigation and, thus, is not considered susceptible to liquefaction. Section 1803.2 of the CBC requires that a geotechnical investigation shall be conducted to assure a site is suitable for building. This investigation determines if the site contains unstable soils or soils subject to excessive settlement or differential movement, faulting, or spreading. The investigation assesses potential consequences of soil strength loss or liquefaction. There are also policies in the Safety and Noise Element of the GPU that would minimize development on unstable soil or geologic units associated. This includes Policy SN-5.3 related to the preparation of soil reports to evaluate potential geologic risks.

Subsidence and Collapse

Soil collapse occurs when increased moisture weakens chemical or physical bonds between soil particles, which collapses the soil structure and causes the ground surface to subside. Land subsidence, or settlement, is a slow-to-rapid downward movement of the ground surface that can be caused by a variety of factors. Typically, significant

subsidence occurs only in areas underlain by soft soils, such as marsh deposits or in areas susceptible to liquefaction. Because the sedimentary soils underlying the town are not susceptible to liquefaction, the risk of land subsidence is considered to be low (Town of Truckee 2006a). Section 1803.2 of the CBC requires that a geotechnical investigation shall be conducted to assure a site is suitable for building. This investigation determines if the site contains unstable soils or soils subject to excessive settlement. The investigation assesses potential consequences of soil strength loss or liquefaction. There are also policies Safety and Noise Element of the GPU that would minimize development on unstable soil or geologic units. This includes Policy SN-5.3 related to the preparation of soil reports to evaluate potential geologic risks.

Due to compliance with the CBC, the Town of Truckee Development Code, and the policies in the GPU, impacts due to unstable soil and geologic unit hazards associated with implementation of the project would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-7: Be Located on Expansive Soil, Creating Substantial Direct or Indirect Risks to Life or Property

The Town of Truckee generally is located on coarser grained soils with a lower potential for expansion. This, together with adherence to the CBC, applicable provisions of the Town of Truckee Development Code, and implementation of Safety and Noise Element policies in the GPU, would cause impacts relating to soil expansion to be **less than significant**.

The soils underlying the town are generally coarse-grained soils with cobbles and are well drained (Town of Truckee 2006b). These coarse-grained soils contain less clay and, therefore, have a low potential for expansion or shrink-swell. Linear extensibility can be used to determine the shrink-swell potential of soils. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots (Soil Survey Staff 2022). As shown in Table 4.7-1, the individual soil units that make up over 5 percent of the policy area have a low linear extensibility. Therefore, there is a lower potential for expansive soils to occur in the policy area.

Typical measures to treat expansive soils involve removal, proper fill selection, and compaction. Expansion would not be a substantial constraint to development of individual sites provided that adequate soil and foundation studies are performed before construction and that recommendations in any soil engineering reports made by a qualified professional are followed. Section 1803.2 of the CBC requires that a geotechnical investigation shall be conducted to assure that a site is suitable for building, and that there are not unstable soils or soils subject to differential movement or spreading.

Adherence to Sections 18.96.010 and 18.96.020 of the Town of Truckee Development Code requires a preliminary soils report which includes recommendations for corrective actions to prevent structural damage to structures. If the preliminary soil report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, additional soils investigation may be required.

There are also policies in the Safety and Noise Element that would support these regulatory requirements and minimize development on unstable soil or geologic units. For example, Policy SN-5.3 would require preparation of soil reports that include recommendations to reduce risks where there are known geologic hazards and Policy SN-5.1 requires design of residential developments to avoid unstable soils. Implementation of the CBC, the Town of Truckee Development Code, and policies in the GPU would minimize the potential for hazards associated with expansive soils. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.7-8: Destroy a Unique Paleontological Resource or Site

Projected development under Truckee2040 could destroy paleontological resources or sites. The GPU and Downtown Truckee Plan include policies to protect resources by surveying, avoiding, monitoring, recording, or otherwise treating discovered resources appropriately, in accordance with pertinent laws and regulations. This impact would be **less than significant**.

The closest known paleontological sites are located approximately 4 miles southwest of Downtown Truckee and approximately 5 miles northeast of Truckee near the Boca Reservoir. The two resources near the Boca Reservoir are from the Quaternary period and the Pleistocene epoch, whereas the resource to the southwest of Downtown Truckee is from the Quaternary period and the Holocene epoch.

Projected development under Truckee2040 could be located on properties that contain paleontological resources, which could damage or destroy previously undiscovered resources. However, GPU policies and existing regulations would reduce impacts to paleontological resources. Policy CC-4.1 protects paleontological resources by requiring discretionary development projects be assessed for cultural resource by qualified professionals and that the projects are designed to avoid potential impacts to significant cultural resources whenever possible. This policy is supported by Development Code 18.30.040 bullet B which outlines specific actions and timings of cultural resource surveys, and bullet C2 which allows for preconstruction excavation testing.

Policies identified in the GPU, Downtown Truckee Plan, and the Development Code would reduce impacts to paleontological resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately; excavation, recordation, and data recovery is considered acceptable mitigation for paleontological resources. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

4.8 GREENHOUSE GAS EMISSIONS

This section presents a summary of regulations applicable to greenhouse gas (GHG) emissions; a summary of climate change science and GHG sources in California; quantification of project-generated GHGs and discussion about their contribution to global climate change; and analysis of the project's resiliency to climate change-related risks. In addition, mitigation measures are recommended to reduce the project's contribution to climate change.

Comments to the notice of preparation were received related to evaluating the GHG emissions associated with snow removal required to support dense development patterns, increased vehicle emissions due to roadway congestion and increased air traffic, and worker commutes. Comments also identify methods to reduce GHG emissions including reduced growth, policies that create a GHG offset program to fund 15-minute headway for public transit, and development of micro-transit programs in neighborhoods not served by transit. This analysis highlights the various climate action plan (CAP) measures that would be implemented in tandem with this project that improve public transit, reduce VMT, and improve the Town's land use patterns.

4.8.1 Regulatory Setting

FEDERAL

Greenhouse Gas Emission Standards

In *Massachusetts et al. v. Environmental Protection Agency et al.,* 549 U.S. 497 (2007), the Supreme Court of the United States ruled that CO_2 is an air pollutant as defined under the federal Clean Air Act (CAA) and that the U.S. Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

In October 2012, EPA and the National Highway Traffic Safety Administration, on behalf of the U.S. Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 *Federal Register* 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by model year 2025 (77 *Federal Register* 62630).

On April 2, 2018, however, the EPA administrator announced a final determination that the current standards should be revised. On that date, the U.S. Department of Transportation and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE standards for passenger cars and light-duty trucks by increasing the stringency of the standards by 1.5 percent per year from models 2021 through 2026. With a change in federal administrations in early 2021, the SAFE Rule is now being reconsidered. On April 26, 2021, as directed in Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," EPA announced plans to reconsider Part One of the SAFE Rule. At the time of preparing this document, EPA is seeking public input on its reconsideration of the action. Public comments to the Notice of Reconsideration closed on June 6, 2021, and a public hearing was held on June 2, 2021 (EPA 2022). Nevertheless, at the time this Draft EIS/EIS/EIR was prepared, the SAFE Rule Part One is in place and it is unclear whether the SAFE Rule Part One will be revoked by EPA.

SAFE Rule Part Two was finalized on March 31, 2020, and went into effect on June 29, 2020. Part Two of the SAFE Rule sets the CAFE standards to increase in stringency by 1.5 percent per year above Model Year (MYs) 2020 levels for MYs 2021–2026. These standards are lower than the previous CAFE standards, which required that MYs 2021–2026 increase in stringency by 5 percent per year.

The CAA grants California the ability to enact and enforce more strict fuel economy standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to EPA for a

preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revokes California's existing waiver to implement its own vehicle emission standard and also established a standard to be adopted and enforced nationwide (84 Federal Register 51310). At the time of preparing this Draft EIR, the implications of the SAFE Rule on California's future emissions are contingent upon a variety of unknown factors, including legal challenges by California and other states to the revocation of California's waiver, direction provided by federal leadership, and future cabinet and administration appointments. However, the impact analysis included in this section assumes that the SAFE Rule would continue to be implemented, and uses emissions factors developed by the California Air Resources Board (CARB) that account for the potential for a less fuel-efficient future vehicle fleet as a result of the SAFE Rule (CARB 2020).

In June 2019, EPA, under the authority of the CAA Section 111(d), issued the Affordable Clean Energy rule which provides guidance to states on establishing emissions performance standards for coal-fired electric generating units. Under this rule, states are required to submit plans to EPA that demonstrate the use of specifically listed retrofit technologies and operating practices to achieve CO_2 emission reductions through heat rate improvement. Heat rate improvement is a measurement of power plant efficiency that EPA determined as part of this rulemaking to be the best system of emission reductions for CO_2 generated from coal-fired electric generating units (EPA 2021).

Executive Order 13653

Executive Order (EO) 13653, signed by President Barack Obama on November 1, 2013, directs Federal agencies to take a series of steps to make it easier for American communities to strengthen their resilience to climate change. The EO requires agencies to modernize Federal programs to support climate resilient investments; manage lands and waters for climate preparedness and resilience; provide information, data, and tools for climate preparedness and resilience; and plan for climate change related risks. Among other steps, the EO established a State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience (Task Force) to advise the Administration on how the Federal government can respond to the needs of communities nationwide that are dealing with the impacts of climate change. To implement these actions, the EO also established a Council on Climate Preparedness and Resilience (Council).

Executive Order 13690

EO 13690, signed by President Barack Obama on January 30, 2015, aims to reduce the risk and cost of future flood disasters by requiring all Federal investments in and affecting floodplains to meet higher flood risk management standards. The EO requires federally funded buildings, roads, and other infrastructure be constructed to better withstand the impacts of flooding. The EO provides agencies with flexibility to use data and methods informed by best-available science or to build to a set height above the 100- or 500-year flood elevation.

Federal Land Assistance, Management, and Enhancement Act

In 2009, Congress passed the Federal Land Assistance, Management, and Enhancement (FLAME) Act as the basis for the U.S. Department of Agriculture (USDA) and the Department of the Interior (DOI) to develop a national cohesive wildland fire management strategy. In response to the FLAME Act, USDA and DOI published the National Cohesive Wildland Fire Management Strategy, which includes the National Strategy and the National Action Plan, both completed in April 2014. Together, these documents address elements requested by Congress after the passage of the FLAME Act and represent an approach to wildland fire management based on the goal of achieving safer, more efficient, cost-effective public, and resource protection goals and more resilient landscapes.

Lake Tahoe Basin Management Unit Land Management Plan

Management of the Lake Tahoe Basin Management Unit (LTBMU) is guided by the USD Forest Service LTBMU Land Management Plan (also known as the Forest Plan). The Forest Plan identifies the following strategies to address climate change:

- Collaborate on local and regional vulnerability assessments. Participate in a Regional vulnerability assessment for the Sierra Nevada.

- Incorporate vulnerability assessments related to climate change into management on the LTBMU as information is synthesized. Consider and prioritize adaptation activities recommended for vulnerable resources based on funding.
- Consider restoration of species and/or habitat identified as vulnerable to climate change during project planning.
- Consider restoration of individual species during habitat restoration, especially for vulnerable resources.
- Minimize management impacts to species that are vulnerable to climate change. Reduce stress (e.g., human activities, invasive species) related to management in order to reduce the additive effects of non-climate stress.
- Incorporate adaptation actions into management to increase resiliency and adaptive capacity of vulnerable resources.

TAHOE REGIONAL PLANNING AGENCY

Regional Transportation Plan and Sustainable Communities Strategy

As the Lake Tahoe region's federally designated metropolitan planning organization, TRPA completed the latest update to its RTP in 2021 (TRPA 2021). The plan seeks to improve mobility and safety for the commuting public while at the same time delivering environmental improvements throughout the transportation network in the Tahoe Basin. Important directions of the plan are to reduce the overall environmental impact of transportation in the region, create walkable, vibrant communities, and provide real alternatives to driving. The plan met the challenge of California's Senate Bill (SB) 375 (2008, summarized below) and qualifies as an SCS by presenting an integrated land use and transportation strategy that will reduce vehicle miles traveled and make it possible for the California side of Lake Tahoe Region to reduce its GHG emission generated by passenger cars and light duty trucks from 2005 levels 8.8 percent by 2020 and 5 percent by 2035. A smaller GHG reduction is forecast for 2035 based on the projections of increased population growth in metropolitan areas surrounding Lake Tahoe and the related increases in visitation from those areas (TRPA 2021).

Lake Tahoe Sustainability Action Plan

The Sustainability Action Plan (SAP), released in 2013, provides tools to assist local governments, agencies, businesses, residents, visitors, and community groups with prioritizing and adopting consistent sustainability actions throughout the Tahoe Region. The SAP represents an integrated approach to reducing GHG emissions and striving toward zero-impact in all aspects of sustainability. The SAP includes a GHG emissions inventory and reduction targets, and climate change and adaptation strategies vetted through the Lake Tahoe Sustainability Collaborative and the Tahoe Basin Partnership for Sustainable Communities. Within the SAP, TRPA established a GHG reduction goal for the Tahoe Region of 5 percent and 49 percent below the 2005–2010 average baseline by 2020 and 2035, respectively. The SAP identifies actions that have the potential to reduce GHG emissions during construction and operation of land uses and protect against the effects of climate change. Identified actions include expanding the bicycle and pedestrian network, improving transit, supporting alternative fueled vehicles, increasing solid waste diversion, and urban forestry. None of the GHG reduction measures identified in the SAP pertain to boating activity. The recommended actions have not been officially adopted and thus are not currently required by TRPA or Tahoe Metropolitan Planning Organization (TRPA 2013).

STATE

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the state government for approximately two decades. GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major

climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by the California Air Resources Board (CARB), outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). CARB and other state agencies also released the *January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan* consistent with the carbon neutrality goal of Executive Order B-55-18 (CalEPA et al. 2019). On May 10, 2022, CARB released the Draft 2022 Scoping Plan Update, which sets the framework for the state to achieve carbon neutrality as set by Executive Order B-55-18 and an 80 percent reduction in 1990 baseline GHG emissions by 2050. At the time of writing this Draft EIR, CARB has not adopted the final version of the Draft 2022 Scoping Plan Update.

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel–powered on-road vehicles than EPA. In addition, the program's zero-emission vehicle (ZEV) regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025. When the rules are fully implemented by 2025, GHG emissions from the statewide fleet of new cars and light-duty trucks will be reduced by 34 percent and cars will emit 75 percent less smog-forming pollution than the statewide fleet in 2016 (CARB 2016).

Executive Order B-48-18, signed into law in January 2018, requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

The CCA requires that a waiver be provided by EPA for states to enact more stringent emissions standards for new cars, which was granted to CARB by EPA on June 14, 2011; however, in addition to the SAFE Rule, but as a separate action, on September 19, 2019, EPA issued a final action entitled the "One National Program Rule" which would institute a nationwide, uniform fuel economy and GHG standard for all automobiles and light-duty trucks. The action would include the revocation of California's waiver under the CCA which would affect the enforceability of CARB's ZEV programs. While EPA has issued an action to revoke the waiver, the outcome of any related lawsuits and how such lawsuits could delay or affect the SAFE Rule implementation or CARB's ZEV programs is unknown at this time.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, CARB requires metropolitan planning organizations to develop and adopt sustainable communities strategies as a component of the federally prepared regional transportation plans to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035. These plans link land use and housing allocation to transportation planning and related mobile-source emissions. The) serves as the metropolitan planning organization for portions of Placer and El Dorado counties located in the Tahoe Basin. The project area is in El Dorado County. Under SB 375, TRPA adopted its RTP in 2021 (TRPA 2021). TRPA was tasked by CARB to achieve a 7-percent per capita reduction compared to 2012 emissions by 2020 and a 5-percent per capita reduction by 2035, both of which CARB confirmed the region would achieve by implementing the MTP/SCS. In March 2018, CARB promulgated revised targets tasking TRPA to achieve an 8-percent and a 5-percent per capita reduction by 2020 and 2035, respectively (CARB 2018). CARB has not yet reviewed TRPA's newest RTP.

SB 743 of 2013 required that the Governor's Office of Planning and Research (OPR) propose changes to the State CEQA Guidelines to address transportation impacts in transit priority areas and other areas of the state. In response, Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of vehicle miles traveled (VMT). Agencies have until July 1, 2020, to implement these changes, but can also choose to implement these changes immediately. In support of these changes, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA,* which recommends that the transportation impact of a project be based on whether the project would generate a level of VMT per capita (or VMT per employee or some equivalent metric) that is 15 percent lower than that of existing development in the region, or that a different threshold is used based on substantial evidence (OPR 2017). OPR's technical advisory explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017). This metric is intended to replace the use of delay and level of service to measure transportation-related impacts. More detail about SB 743 is provided in the "Regulatory Setting" section of Section 3.12, "Transportation and Circulation."

Legislation Associated with Electricity Generation

The state has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California's Renewables Portfolio Standard Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018).

Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficiency lighting (CEC 2018a).

The Title 24 Building Energy Efficiency Standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Through other statutes and regulations, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939, the Integrated Waste Management Act.

Assembly Bill 1504 of 2010, Forest Resources: Carbon Sequestration

AB 1504 requires the Board of Forestry and Fire Protection to adopt district forest practice rules and regulations in accordance with specified policies to, among other things, assure the continuous growing and harvesting of commercial forest tree species (CARB 2017:4 to 5). AB 1504 also requires the Board of Forestry and Fire Protection to ensure that its rules and regulations that govern the harvesting of commercial forest tree species consider the capacity of forest resources to sequester CO_2 emissions sufficient to meet or exceed the sequestration target of 5 metric tons of carbon dioxide equivalent ($MTCO_2e$)/year (net), as established in the first Climate Change Scoping Plan.

Senate Bill 379, Climate Change Adaptation in General Plan Safety Elements

SB 379 (Jackson, Chapter 608, Statutes of 2015), requires all cities and counties to include climate adaptation and resiliency strategies in the safety elements of their general plans, codified at Government Code section 65302(g)(4). The update must include the following:

- a climate change vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction;
- a set of adaptation and resilience goals, policies, and objectives based on the results of the climate change vulnerability assessment;
- feasible implementation measures including feasible methods to avoid or minimize climate change impacts associated with new uses of land, the location, when feasible, of new essential public facilities outside of at-risk areas, the designation of adequate and feasible infrastructure located in an at-risk area, guidelines for working cooperatively with relevant local, regional, State, and Federal agencies, the identification of natural infrastructure that may be used in adaptation projects, where feasible;
- reference to or attachment of a separate adaptation plan, if it fulfills any of the above requirements.

The general plan safety element update is due at the time of a jurisdiction's first FEMA Local Hazard Mitigation Plan adopted after January 1, 2017, or if no such FEMA plan has been adopted, after January 1, 2022. The bill and corresponding section of the California Government Code reference specific sources of useful climate information to consult including as the Internet-based Cal-Adapt tool and the California Adaptation Planning Guide.

Senate Bill 246, Integrated Climate Adaptation and Resiliency Program

SB 246 (Wieckowski, Chapter 606, Statutes of 2015), establishes the Integrated Climate Adaptation and Resiliency Program, which is to be administered by OPR. The Program will coordinate regional and local adaptation planning efforts with statewide climate adaptation strategies. The bill also requires, within one year of an update to the Safeguarding California Plan, the California Governor's Office of Emergency Services (Cal OES) to review and update, as necessary, the Adaptation Planning Guide, in coordination with CNRA, OPR, and relevant public and private entities. The bill establishes an advisory council to support the goals of OPR and requires OPR to establish a clearinghouse for climate adaptation information.

Assembly Bill 1482, Climate Adaptation

AB 1482 requires CNRA to update the State's climate adaptation strategy every three years and use the State's climate adaptation strategy to maximize specified objectives, including, promoting the use of the climate adaptation strategy to inform planning decisions and ensure that State investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure when developing physical infrastructure to address adaptation.

Safeguarding California Plan: California's Climate Adaptation Strategy

Safeguarding California is California's overall plan for climate adaptation, originally released in 2014 and most recently updated in 2018, as directed by AB 1482 which requires the plan be updated every three years. The plan provides policy guidance for state decision makers and is part of continuing efforts to reduce impacts and prepare for climate risks. This plan establishes California's comprehensive climate strategy, discusses progress to date on the State's various climate adaptation efforts, highlights state agency adaptation initiatives and makes realistic sector-specific recommendations. Policy recommendations in the plan are presented in three main chapters: Social Systems and the Built Environment, Natural and Managed Resource Systems, and Parks, Recreation, and California Culture. The plan

also includes a chapter focused specifically on Climate Justice and provides policy recommendations to ensure that the states adaptation strategies are implemented in and just and equitable manner that benefit California's most disadvantaged communities (CNRA 2018).

California Adaptation Planning Guide

Cal OES and CNRA prepared and adopted the California Adaptation Planning Guide in July 2012. The purpose of the Guide is to assist local and regional jurisdictions with proactively addressing unavoidable consequences of climate change. It provides a step-by-step process for conducting a local and regional climate vulnerability assessment, as well as developing and implementing adaptation strategies and other responses to the effects of climate change. The Guide allows for flexibility in the commitment of time, money, and effort when conducting adaptation planning efforts to suit the needs of a particular community. The Guide is also accompanied by three supporting documents which provide more in-depth guidance on analyzing local and regional impacts, identifying regional character, and identifying appropriate adaptation strategies (CNRA and CalOES 2012).

LOCAL

Resolution 2017-58

In 2017, the Town passed Resolution 2017-58, which establishes a series of sustainability goals for the Town. These goals include achieving 100 percent renewable electricity for municipal facilities by 2020 and engaging with the town's special districts to shift towards using 100 percent renewable electricity for grid-supplied electricity sourced by Liber Utilities and TDPUD by 2030, as well as engaging stakeholders and utility providers to achieve 100 percent renewable energy by 2050 for the entire Town's energy sources. The resolution also included the goal of reducing community-wide emissions to 80 percent below baseline emissions (2008) by 2040 and to focus on equitable community engagement when developing policy in achieving these goals.

The Town provides Property Assessed Clean Energy (PACE) financing services from five PACE program providers, which offer local residents and businesses an alternative means to finance energy, water, and seismic improvements to existing property by paying for energy efficient improvements via the property owner's tax bill over a period of time.

Nevada County Local Hazard Mitigation Plan

In August 2017, Nevada County adopted the most recent Local Hazard Mitigation Plan (LHMP) to help reduce or eliminate long-term risk to people and property from hazards. The LHMP includes a risk assessment which identifies and profiles hazards that pose a risk to the County and participating jurisdictions, assessed the vulnerability of the planning area to these hazards, and examined the existing capabilities to mitigate them. As stated in the plan, Nevada County is vulnerable to several hazards including floods, earthquakes, drought, liquefaction, landslides, wildfires, climate change, and other severe weather events. The LHMP also includes climate change vulnerability assessment which identifies how climate change will exacerbate certain existing hazards in the County such as wildfire, drought, and flooding and how these risks may affect aspects of the built environment such as energy and transportation infrastructure. Based on the risk assessment, the LHMP includes a series of goals and objectives which are intended to help guide hazard mitigation planning to better protect the people and property in the County from the effects of hazard events.

Northern Sierra Air Quality Management District

The project is under the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), which regulates air quality according to the standards established in the Clean Air Acts and amendments to those acts. NSAQMD comprises three contiguous, mountainous, rural counties in northeastern California (Nevada, Sierra, and Plumas counties) and regulates air quality through its permitting authority and through air quality–related planning and review activities over most types of stationary emission sources.

The NSAQMD has not yet established significance thresholds for GHG emissions from project operations.

4.8.2 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. The Sixth Assessment Report contains IPCC's strongest warnings to date on the causes and impacts of climate change. Importantly, the report notes that, in terms of solutions, "We need transformational change operating on processes and behaviors at all levels: individual, communities, business, institutions, and governments. We must redefine our way of life and consumption."

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

STATEWIDE GHG EMISSIONS

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2019 was 418.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) (CARB 2021). This is less than the 2020 target of 431 $MMTCO_2e$. Table 4.8-1 summarizes the statewide GHG inventory for California by percentage.

As shown in Table 4.8-1, transportation, industry, and in-state electricity generation are the largest GHG emission sectors.

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

Table 4.8-1 Statewide GHG Emissions by Economic Sector

Sector	$MMTCO_2e$	Percent
Transportation	171	41%
Industrial	100	24%
Electricity (in state)	38	9%
Residential	33	8%
Agriculture and Forestry	29	7%
Commercial	25	6%
Electricity (Imports)	21	5%
Total	**418**	**100%**

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

Source: CARB 2021.

TOWN OF TRUCKEE GREENHOUSE GAS INVENTORY

In 2016, the Town prepared baseline GHG emissions inventories for the year 2008 for both community activities and the Town of Truckee's municipal operations (Town of Truckee 2018) (Table 4.8-2). In 2017 and 2018, the Town prepared a GHG emissions inventory update for the year 2016 for both community activities and Truckee's municipal operations. The discussion below provides information on recent GHG emissions trends for the year 2016 as well as how emissions trends have changed between 2008 and 2016. Note that the data and information presented below pertain to the GHG emissions trends previously analyzed and established by the Town; updated analyses were conducted for the purposes of the CAP, and some GHG emissions estimates differ from the original estimates due to changes in methodology and updates that reflect the best available science and practices.

Table 4.8-2 Town of Truckee 2008 and 2016 GHG Inventories (Community-Wide and Municipal Operations)

Emissions Sector	2008 GHG Emissions ($MTCO_2e$)[1]	Percent of Total (2008)	2016 GHG Emissions ($MTCO_2e$)[1]	Percent of Total (2016)	Percent Change (2008 -2016)
Community-Wide Emissions					
Residential Energy Use	100,003	43%	64,679	42%	-35%
Non-Residential Energy Use	51,871	23%	25,216	16%	-51%
Community Transportation	64,044	28%	56,428	37%	-12%
Community-Generated Solid Waste	4,256	2%	3,804	2%	-11%
Wastewater Treatment and Potable Water Service	10,175	4%	3,140	2%	-69%
TOTAL COMMUNITY-WIDE[2]	230,349	100%	153,267	100%	-33%
Municipal Operations					
Buildings and Facilities	1,056	42%	796	36%	-25%
Vehicle Fleet	1,102	44%	960	43%	-13%
Government-Generated Solid Waste	7	0.3%	6	0%	-14%
Employee Commute	354	14%	447	20%	26%
TOTAL MUNICIPAL OPERATIONS[1]	2,519	100%	2,209	100%	-12%

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent.

[1] Emissions estimates were amended to account for changes in emissions factors from 2018 to 2022 and refining of data. See Appendix C for a summary of the slightly revised emissions inventories for 2008 and 2016 used in this analysis and proposed CAP.

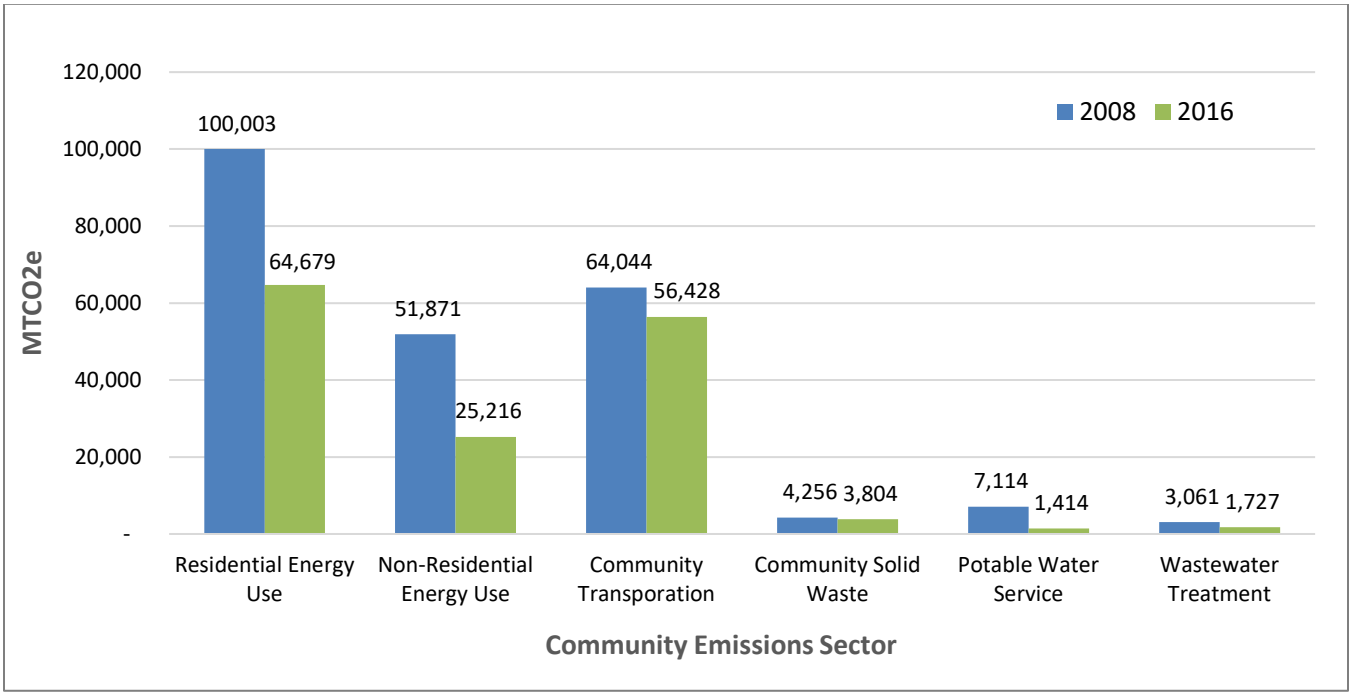
[2] Totals may not sum exactly due to rounding.

Source: Town of Truckee 2018.

Community-Wide GHG Emissions

Community-wide emissions are attributed to a variety of activities conducted by residents and businesses in the town. These activities include residential and non-residential energy use (electricity and natural gas combustion), community transportation (activity from on-passenger, freights, transit vehicles, and off-road vehicle and equipment), solid waste (waste generated by residents and businesses), and water use (emissions associated with the treatment and transport of potable water and wastewater). In 2008, activities from residents and businesses in the town generated an estimated 230,349 $MTCO_2e$. The largest contributor to community emissions in 2008 was residential energy use, followed by community transportation (Figure 4.8-1). In 2016, activities from residents and businesses in the town generated an estimated 153,628 $MTCO_2e$, a 33 percent decrease from 2008 emissions levels (Town of Truckee 2018).

Figure 4.8-1 Community-Wide GHG Emissions, 2008 and 2016



Source: Town of Truckee 2018.

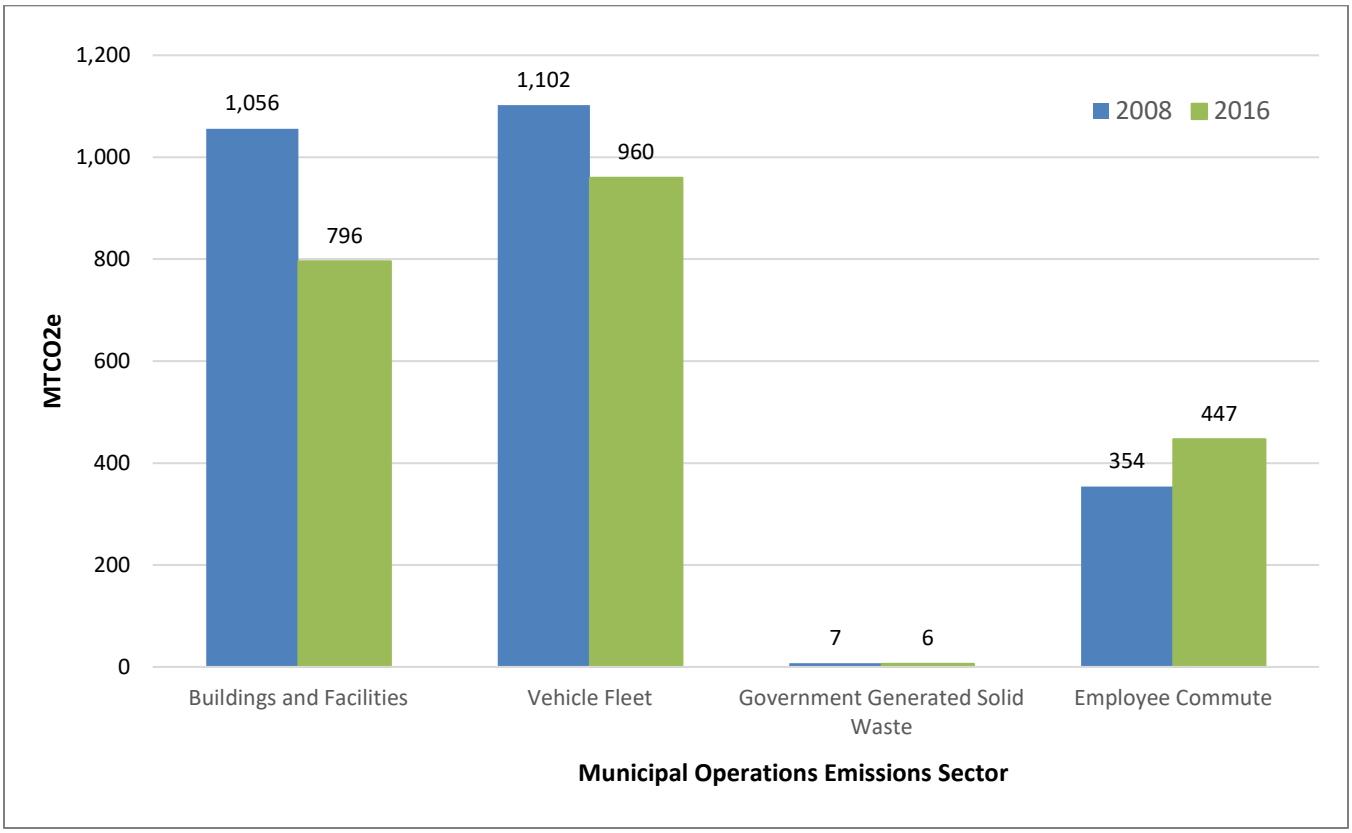
From 2008 to 2016, Truckee's population decreased approximately 1 percent, from 15,975 to 15,779. In consideration of the small changes in the town's population over this period, the 33 percent decrease in community emissions levels between 2008 and 2016 can be largely attributed to an increase in the percent of renewable energy sources within the TDPUD energy portfolio, the primary energy utility which provides electricity to Truckee. In 2008, only 4.5 percent of electricity provided by TDPUD came from renewable sources. In 2017, 79 percent of electricity provided by TDPUD came from renewable sources (CEC 2018b). Although overall community electricity usage increased between 2008 and 2016, the increased procurement of renewable energy sources by TDPUD over this period resulted in a 35 percent reduction in emissions associated with residential energy use and a 51 percent decrease from non-residential energy use (Town of Truckee 2018). Community transportation emissions decreased by 12 percent between 2008 and 2016. This decrease was due to an increase in average fuel efficiency for most vehicle types, a 7 percent decrease in total vehicle miles traveled, and increase in electric vehicle miles traveled. Community solid waste emissions decreased 11 percent between 2008 and 2016 due to a 10 percent reduction in the total tonnage of community generated solid waste and a decrease in community generated organic waste over this period.

Municipal Operations GHG Emissions

Municipal operations include a variety of activities conducted by the Town that result in the generation of GHG emissions. These include energy use (electricity and natural gas combustion) in municipal buildings and facilities, operation of the Town's municipal vehicle fleet, solid waste generated by municipal operations, and vehicle emissions

from commute trips made by Town employees. In 2008, the Town's municipal operations generated 2,519 $MTCO_2e$ (Figure 4.8-2). In 2016, these emissions decreased by 12 percent to 2,208 $MTCO_2e$. In both 2008 and 2011, the largest source of municipal operations emissions was associated with the use of the municipal vehicle fleet, followed by energy use in buildings and facilities.

Figure 4.8-2 Town of Truckee Municipal Operations GHG Inventory, 2008 and 2016



Source: Town of Truckee 2018.

The 12 percent decrease in municipal operation emissions between 2008 and 2016 is attributable to several changes over this period. Similar to the decrease in community-wide emissions, the largest decrease in municipal operations emissions is attributed to the increase in the percent of renewable energy sources within the TDPUD's energy portfolio, which provides electricity for the municipal buildings and facilities. As a result, emissions associated with electricity use in municipal buildings and facilities decreased by 55 percent between 2008 and 2016. Between 2008 and 2016, operation of the municipal vehicle fleet resulted in an emissions decrease of 13 percent, largely attributed to increases in the fuel efficiency of vehicles within the municipal vehicle fleet. However, between 2008 and 2016, municipal employee commute emissions increased by 26 percent largely because of a 34 percent increase in municipal employees.

Community-Wide GHG Emissions Forecast

The Town's 2016 GHG inventory included a community-wide emissions forecast which estimated the town's future annual emissions for the years 2020, 2030, 2040, and 2050. The forecast includes a business-as-usual (BAU) scenario and adjusted business-as-usual (ABAU) scenario for forecasted years. The BAU scenario estimates future annual emissions for the town based on key growth factors including projections of Nevada County's number of households, in-County employment in Nevada County, and in-County service population (combined resident and employee population) from Caltrans' Long-Term Socio-Economic Forecasts for Nevada County. As shown in Table 4.8-2, under the BAU forecast scenario, emissions would increase by nine percent to 250,973 $MTCO_2e$ by 2030 and 19 percent above 2008 baseline emissions by 2050 to 274,424 $MTCO_2e$.

The emissions forecast also included an ABAU scenario in which legislative GHG reductions are applied to the town's future emissions based on State legislation, which will continue to affect the town's annual emissions. The ABAU forecast scenario included the TDPUD's required increases in renewable electricity procurement rates of 20 percent by 2010, 33 percent by 2020 and 50 percent by 2030 mandated through the California Renewables Portfolio Standard. The ABAU forecast also included projected reductions in vehicle emissions rates through 2020 as a result of the California Advanced Clean Car Standards. Both the California Renewables Portfolio Standard and the California Advanced Clean Car Standards are discussed in detail in Section 4.8.1, "Regulatory Setting." As shown in Table 4.8-3, as a result of these legislative reductions, under the ABAU forecast scenario, emissions would decrease by 26 percent to 170,265 $MTCO_2e$ by 2030 and remain approximately 26 percent below 2008 baseline emissions by 2050. Notably, that the data and information presented below in Table 4.8-3 pertain to the GHG emissions trends previously analyzed and established by the Town; updated analyses were conducted for the purposes of the CAP, and some GHG emissions estimates differ from the original estimates due to changes in methodology and updates that reflect the best available science and practices.

Table 4.8-3 Town of Truckee GHG Emissions Forecast

Year	BAU Forecast		ABAU Forecast[1]	
	Metric Tons of CO_2e	% Change From 2008 Emissions	Metric Tons of CO_2e	% Change From 2008 Emissions
2008	230,349	--	230,349	--
2020	236,800	+3%	170,265	-26%
2030	250,973	+9%	159,845	-31%
2040	263,923	+15%	164,597	-29%
2050	274,424	+19%	170,490	-26%

Notes: BAU = Business-as-Usual, ABAU = Adjusted Business-as-Usual, CO_2e = carbon dioxide equivalent

[1] Emissions estimates were amended to account for changes in emissions factors and availability of new data and regulatory mechanisms. See Appendix C for a summary of the revised ABAU emissions inventories for 2008, 2020, 2030, 2040, and 2050 used in this analysis and the proposed CAP.

Source: Town of Truckee 2018.

The emissions forecast included in the Town's 2016 GHG Inventory provides valuable information regarding future emissions rates in the Town under both the BAU and ABAU scenarios. The ABAU Emissions Forecast for 2030 is projected to be 159,845 $MTCO_2e$. As shown in Table 4.8-2, the communitywide emissions in 2016 were 153,267 $MTCO_2e$, approximately 10 percent lower than what was originally projected for 2020. This means the town emissions are below both the 2020 and 2030 emissions projections.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

The global average temperature is expected to increase by 3 to 7 °F by the end of the century, depending on future GHG emission scenarios (IPCC 2007). According to California's Fourth Climate Change Assessment, depending on future GHG emissions scenarios, average annual maximum daily temperatures in California are projected to increase between 4.4 and 5.8 °F by 2050 and by 5.6 to 8.8 °F by 2100 (OPR, CEC, and CNRA 2018a).

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and resulting rise in global average temperature. In recent years, California has been marked by extreme weather and its effects. Climate model projections for California demonstrate that impacts will vary throughout the state and show a tendency for the northern part of the state to become wetter while the southern portion of California will become drier (Pierce et al. 2018). According to California Natural Resources Agency's (CNRA) report, *Safeguarding California Plan: 2018 Update* (CNRA 2018), California experienced the driest four-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). Climate model projections included in California's Fourth Climate Change Assessment, demonstrate that seasonal summer dryness in California may be prolonged due to

earlier spring soil drying and would last longer into the fall and winter rainy season. Increases in temperature are also predicted to result in changes to California's snowpack. Based on climate model projections, the mean snow water equivalent, a common measurement which indicates the amount of water contained within snowpack, in California is anticipated to decline to two-thirds of its historic average by 2050 and between less than half and less than one-third of historic average by 2100, depending on future emissions scenarios (OPR, CEC, and CNRA 2018a).

Climate model projections demonstrate that California will experience variation in precipitation patterns as well. The Northern Sierra Nevada range experienced its wettest year on record in 2016 (CNRA 2018). As temperatures increase, the increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the snowpack of the Sierra Nevada and Cascade mountains until spring will flow into the Central Valley concurrently with winter rainstorm events. This scenario will place more pressure on California's levee/flood control system (CNRA 2018). As the climate continues to warm, extreme precipitation events in California will increase and could, subsequently, increase the probability of 'mega-flood" events (Polade et al. 2017).

Climate change is also projected to result in tertiary impacts on energy infrastructure throughout the California. Changes in temperature, precipitation patterns, extreme weather events, and sea-level rise have the potential to affect and decrease the efficiency of thermal power plants and substations, decrease the capacity of transmission lines, disrupt electrical demand, and threaten energy infrastructure with the increased risk of flooding (CNRA 2018).

According to California's Fourth Climate Change Assessment, climate change will create impacts on the State's transportation network that will have 'ripple effects' including direct and indirect impacts on inter-dependent infrastructure networks as well as negative impacts on the economy. Without appropriate adaptations strategies for roadway materials (i.e., asphalt and pavement), researchers estimate that the median total cost to California for 2040-2070 will be between $1 billion and $1.25 billion (OPR, CEC, and CNRA 2018a). The California Department of Transportation (Caltrans) owns and operates more than 51,000 miles along 265 highways, as well as three of the busiest passenger rail lines in the nation. Sea level rise, storm surge, and coastal erosion are imminent threats to highways, roads, bridge supports, airports, transit systems and rail lines near sea level and seaports. Shifting precipitation patterns, increased temperatures, wildfires, and increased frequency in extreme weather events also threaten transportation systems across the state. Temperature extremes and increased precipitation can increase the risk of road and railroad track failure, decreased transportation safety, and increased maintenance costs (CNRA 2018). Modeling for flood events in California demonstrates that approximately 140 miles of highways are susceptible to flooding in a 100-year storm event by 2020, and approximately 370 miles by the year 2100 (OPR, CEC, and CNRA 2018a).

Water availability and changing temperatures affect the prevalence of pests, disease, and species, which will directly impact crop development, forest health, and livestock production. Other environmental concerns include decline in water quality, groundwater security, and soil health (CNRA 2018). Vulnerabilities of water resources also include risks to degradation of watersheds, alteration of ecosystems and loss of habitat, (OPR, CEC, and CNRA 2018a).

California's Fourth Climate Change Assessment also identifies the impacts climate change will have on public health and social systems. Average temperature increases in California are estimated to have impacts on human mortality, with 6,700 to 11,300 additional annual deaths in 2050, depending on higher or lower emissions scenarios (Ostro et al. 2011). Studies have also shown that impacts from climate change can also have indirect impacts on public health, such increased vector-borne diseases, and stress and mental trauma due to extreme events, economic disruptions, and residential displacement (Gould and Dervin 2012; McMichael and Lindgren 2011; U.S. Global Change Research Program 2016).

Climate Change Impact Modeling and Projections

Based on the work of IPCC and research conducted by the State of California and partner agencies and organizations, climate change is already affecting and will continue to affect the physical environment throughout California and the town. To identify the local impacts of climate change in California, the scenario planning tool Cal-Adapt was developed by CEC and the University of California Berkeley Geospatial Innovation Facility. The Cal-Adapt tool uses global climate simulation model data downscaled to a local and regional resolution to identify localized impacts. The tool includes global climate simulation model data from two emissions scenarios known as Representative Concentration Pathways (RCP) which were used in the IPCC's Fifth Assessment Report. The RCPs

included in the Cal-Adapt tool are the RCP 8.5 scenario which represents a business-as-usual future emissions scenario that would result in atmospheric CO_2 concentrations exceeding 900 parts per million (ppm) by 2100, and the RCP 4.5 scenario which represents a lower GHG emissions future, a scenario where GHG emissions rise until mid-21st century and then begin to decline, resulting in a CO_2 concentration of about 550 ppm by 2100. The emissions scenarios are dependent on global GHG emissions trends in the future and the efficacy of global GHG reduction strategies. Because the efficacy if these GHG reduction strategies is not known, a discussion of both emissions scenarios and their subsequent impacts are included in this background report (OPR, CEC, and CNRA 2018a).

California's Fourth Climate Change Assessment includes an assessment of the impacts of climate change on various sectors throughout California as well as regional reports which provide information on the climate change impacts that will affect specific regions throughout the State including a report specific to the Sierra Nevada Region. Information from this report is included in the discussions below regarding the various impacts climate change will have on the town. Additionally, information included in the California's Fourth Climate Change Assessment statewide and regional reports is consistent with the climate model projections included in the Cal-Adapt tool (OPR, CEC, and CNRA 2018a).

Increased Temperature

In present-day California (1986-2016) temperatures in the state have increased above recorded temperatures over the first six decades of the 20th century (1901-1960). In many cases, California temperature increases over most of the state have exceeded 1°F, with some areas exceeding 2°F. In the Sierra Nevada region, temperatures are projected to warm by 6 to 9ºF on average by the end of the 21st century (OPR, CEC, and CNRA 2018a).

According to Cal-Adapt, the historic annual (1950-2005) mean temperature in the town has been 57.8 °F. Based on climate model projections, the annual mean maximum temperatures in the town will increase by 4.5 °F by mid-century and 6.4 °F by the end of the century under the RCP 4.5 emissions scenario. Under the RCP 8.5 emission scenario, the annual mean maximum temperature in the town will increase by 5.8 °F by mid-century and 9.5 °F by the end of the century. Although the town will experience temperature increases over the coming century, the town has historically experienced a relatively cool climate and is not projected to experience the effects of extreme heat events. According to Cal-Adapt, the annual mean maximum temperature in the town will be 64.2 °F by the end of century under the RCP 4.5 emissions scenario and 67.3 °F under the RCP 8.5 emissions scenario (Cal-Adapt 2018a).

For the town, temperature increase over the coming century will have a larger effect on separate but related impacts as a result of temperature increase. These impacts are discussed in more detail below and include changes in precipitation patterns, loss of Sierra snowpack, increased wildfire risk, and increased flooding risk.

Changes to Precipitation Patterns

According to California's Fourth Climate Change Assessment Sierra Nevada report, projected changes in annual precipitation vary considerably across the Sierra Nevada region through end of the century, ranging from -5 percent to +10 percent with precipitation extremes (deluge and drought) projected to increase in frequency and severity. Climate models demonstrate that precipitation changes in the Sierra Nevada region will include a combination of increased numbers of dry days and increases in the amount of precipitation in the largest storms (i.e., maximum-annual 3-day precipitation totals) (Polade et al. 2017). Precipitation is projected to increase more in the Northern Range, which includes Truckee, compared to the Southern Range of the Sierra Nevada's. Higher increases in precipitation are projected at altitudes above approximately 5,000 feet (OPR, CEC, and CNRA 2018b).

According to Cal-Adapt, the historic annual (1950-2005) average precipitation in the town has been 33.8 inches. Based on climate model projections, the total annual precipitation in the town will increase to 37.1 inches by mid-century, a 10-percent increase, and will remain the same by the end of the century under the RCP 4.5 emissions scenario. Under the RCP 8.5 emission scenario, the annual mean precipitation in the town will increase to 37.9 inches by mid-century and to 42.3 inches, a 25-percent increase, by the end of the century (Cal-Adapt 2018a).

As a result of these changes in precipitation patterns, the hydrology (soil moisture, runoff, recharge) of the Sierra Nevada regions is projected to change considerably and impact geomorphology, flora and fauna, human communities as well as water resources in the region. As a result of warming temperatures, it is projected that although there will be increases in annual precipitation, there will be more rainfall and less snowpack as well as an

earlier snowmelt (Harpold et al. 2015). Seasonal re-distribution of runoff from the Sierra Nevada will increase the winter (and spring) runoff and decrease summer runoff rates. Additionally, increased temperatures will result in plants using water more quickly and earlier in the year. As a result, soil and fuel moisture in the Sierra Nevada are projected to decline by 15 percent or more at the lower and highest elevations (OPR, CEC, and CNRA 2018b).

These changes in precipitation patterns will also result in increased magnitudes and frequencies of floods during the spring months while runoff, stream flows, soil moisture, and recharge are projected to decline in the summer months. This will increase the amount of vegetation that grows in the spring and the overall-drying impacts on vegetation and may result in increased wildfire risk in the spring and summer months. Changes in flood and wildfire risk are discussed in more detail below (OPR, CEC, and CNRA 2018b).

Loss of Snowpack

Increased temperatures in the Sierra Nevada region through the 21st century will very likely result in a loss of snowpack below 6,000 feet, and annual average snowpack will be reduced by more than 60 percent across nearly all regions in the Sierra Nevada Range. Warming temperatures will bring higher snow lines (the elevation above which rainfall gives way to snowfall during a storm) with precipitation below this line more likely to occur as rainfall rather than snowfall, resulting in less snowpack overall. The measured Sierra Nevada snowpack was only 5 percent of its historic normal in April 2015 during California's recent drought (2014-2016). If GHG concentrations continue to increase throughout the century, as projected in the RCP 8.5 emissions scenario, years with conditions similar to 2015 will be almost continual in the lower, warmer Northern Sierra Nevada. Under the RCP 4.5 emissions scenario, low snowpack years would still occur four times more often than under historical conditions in the Northern Sierra Nevada (OPR, CEC, and CNRA 2018b). It should be noted that a recent study by Walton et al. has shown that decreases in snowpack are likely to be underestimated. More recent sophisticated modeling efforts regarding snowpack-loss, which have accounted for the increased solar absorption from darker surfaces as a result of snowpack-loss, reveal that a feedback loop will occur that further increases ambient air temperatures and consequently melts even more snow (Walton et al. 2017).

Increased Wildfire Risk

As discussed previously, the Northern Sierra Nevada region over the century will experience increases in average temperature, changes in precipitation patterns, and a significant loss in annual snowpack. As a result, the increased frequency and severity of droughts and decline in forest health are expected to increase wildfire risk within the region. Additionally, the region has experienced over a century of fire suppression as population grew in the region, resulting in increased wildfire risk. As noted in California's Fourth Climate Change Assessment Sierra Nevada report, regardless of the higher or lower emissions scenario, wildfire is expected to increase throughout the century (OPR, CEC, and CNRA 2018b).

Climate model projections for the Northern Sierra Nevada region, demonstrate that changes in precipitation patterns and a loss of snowpack in the Northern Sierra Nevada region will result in a much drier region overall, with shortened seasonal runoff periods and a prolonged dry summer period with reduced stream flow during these months. These shifts in precipitation patterns will lead to biogeographic shifts in vegetation types, shifts in species ranges, and increased susceptibility to non-native species. Shifts in precipitation, particularly during drought periods, will impact ecosystem composition and overall forest health due to water stress. Weakened trees during drought conditions are more susceptible to bark beetle outbreaks which can further weaken overall forest health, increase tree mortality rates, and increase fire risk by increasing the availability of fuel sources (Preisler et al. 2017). The recent 2012-2016 drought caused significant stress in the Sierra Nevada forests with drought-related mortality. As of 2017, tree mortality related to drought has killed almost 110 million trees in the Sierra Nevada region (Sierra Nevada Conservancy 2018). However, the Northern Range of the Sierra Nevada may be less susceptible to these impacts than the Southern Range. Between 2012 and 2017, it is estimated that there was a 26.5 percent loss of live trees in the South Range compared to 1.9 percent in the North Range (Lara et al. In review). All these changes have the ability result in increased wildfire risks, particularly during prolonged drought periods. Increases in wildfire hazard, drought frequency, and forest vulnerability will represent threats to the survival and growth of trees and in turn will compromise the carbon storage potential of Sierra Nevada forests (OPR, CEC, and CNRA 2018b).

The Cal-Adapt tool includes climate model projections for the annual average area burned from wildfires in a given area. According to Cal-Adapt, the historic (1950-2005) annual mean hectares burned within the town limits is 131.7 hectares. Under the RCP 4.5 emissions scenario, the annual mean hectares burned would increase to 168.2 hectares by mid-century and 195.9 hectares by the end of the century, an increase of 32 percent from the historic average. Under the RCP 8.5 emissions scenario, the annual mean hectares burned would increase to 185.1 hectares by mid-century and increase to 271.2 hectares by the end of the century, an increase of 99 percent from the historic average. The Wildfire tool in Cal-Adapt uses projections based on high, medium, and low population growth and residential density scenarios. The projections included above are based on the medium population growth and residential density scenario. (Cal-Adapt 2018b)

Increased Flooding Risk

Flood hazards, flooding hazards have historically been an issue in the town, specifically in areas surrounding the Truckee River which runs through portions of the town including the downtown area. Recurring flooding events occurred in specific areas of the town in 1995, 1997, and 2005 along Gregory Creek, Trout Creek, Donner Lake Road and South Shore Road. Significant flooding in 1997 also impacted the downtown area and along Donner Creek near State Route 89. More recently, localized flooding from the Truckee River and its tributaries in 2006 and 2017 both resulted in state and Federal emergency declarations for the flooding. Figure 4.10-4 in Section 4.10, "Hydrology and Water Quality," illustrates areas in the town within the FEMA 100 and 500-year floodplain as well as flooding awareness areas mapped by the California Department of Water Resources (DWR) that are at increased risk of flooding but not included in the FEMA floodplains (Nevada County 2017).

California's Fourth Climate Change Assessment Sierra Nevada Regional Report notes that increased temperature and changes in precipitation patterns will result in increased risk of flooding events. In particular, the increase in winter rainfall, "cool" season snowmelt episodes, and rain-on-snow events will result in increases in winter flooding events (McCabe et al. 2007; Das et al. 2013). Additionally, because of the effects of warming, the largest storms in the Sierra Nevada region are projected to become even larger. At the same time, warming trends will result in more precipitation falling as rain. The combination of these two trends is projected to increase Sierra Nevada flood risks and magnitudes (OPR, CEC, and CNRA 2018b). As noted above, the annual average precipitation rate in the town is projected to increase between 3.3 and 4.1 inches by mid-century and between 3.3 and 8.5 inches by the end of the century depending on future emissions rates (Cal-Adapt 2018a).

4.8.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The calculations presented in this section reflect a good-faith effort, based to the extent possible on scientific and factual data, to describe and calculate the amount of GHG emissions resulting from the project.

In determining the significance of a project's GHG emissions, Section 15064.4(b) of the State CEQA Guidelines provides that "the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change." In accordance with the guidelines, factors that a lead agency should consider when determining the significance of impacts from GHG on the environment include:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The Town is preparing a CAP concurrent with update of the General Plan. As described above, the Town's GHG emissions inventory and forecasts have been updated to reflect new data and methods and both current and projected population, housing, and employment demographic information consistent with the proposed General Plan. For transportation sector emissions, projected VMT under the cumulative GPU conditions was obtained from the LSC 2018 Land Use Model based on the VMT attribution methodology known as the "Origin-Destination" method, as recommended by the CARB-appointed Regional Targets Advisory Committee (RTAC) for purposes of evaluating transportation plan consistency with SB 375 requirements (LSC 2022).[1]

Additional information regarding data used in the CAP, including the GHG emissions inventory, forecasts, reduction targets, and GHG emissions reduction measures that would be implemented in the Planning Area are included in Appendix C of this Draft EIR.

THRESHOLDS OF SIGNIFICANCE

The issue of global climate change is inherently a cumulative issue because the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Thus, the project's impact on climate change is addressed only as a cumulative impact.

State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. The project would result in a cumulatively considerable contribution to climate change if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to climate change and GHG emissions. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Conservation and Open Space Element

GOAL COS-10: Energy and Solid Waste. Encourage conservation of energy and fuel resources, reduce generation of solid waste, and promote environmental sustainability.

- **Policy COS-10.1: Townwide Recycling and Waste Reduction.** Continue to support Keep Truckee Green's recycling programs townwide, including the curbside recycling and business waste reduction programs.
- **Policy COS-10.2: Green Business.** Support the Sierra Business Council's participation in the California Green Business Network.
- **Policy COS-10.3: Conservation in All Town Activities.** Encourage energy conservation, waste reduction, and environmental sustainability in all Town activities.

[1] Note that this methodology is appropriate for the climate change and greenhouse gas emissions analysis but differs from the VMT modeling presented in Section 4.17, "Transportation," of this Draft EIR, which is consistent with the *Technical Advisory on Evaluating Transportation Impacts in CEQA* released by the Governor's Office of Planning and Research in December 2018 and the *Truckee VMT Guidelines Memo* released in 2020.

- **Policy COS-10.4: Passive Heating and Cooling Opportunities.** Encourage new private and public development to maximize opportunities for use of passive or natural heating and cooling. Encourage sites with solar opportunities to be designed with natural heating and cooling principles.
- **Policy COS-10.5: Reduction in Per Capita Disposal Rate.** Continue to reduce the townwide per capita solid waste disposal rate.
- **Policy COS-10.6: Reduction in Use of Nonrecyclable Materials**. Reduce the use of nonbiodegradable and nonrecyclable materials.

Climate Action Plan Element

GOAL CAP-1: Reduction in Vehicle Miles Traveled. Promote transportation innovation and transportation demand management programs to reduce vehicle miles traveled.

- **Policy M-1.2: Transportation Demand Management Measures.** Support community partners, including existing and future businesses and public and nonprofit employers, in expanding the use of transportation demand management (TDM) measures including discounts, rewards, and parking cash-out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working.
- **Policy M-1.3: Vehicle Miles Traveled Standards.** Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.
- **Policy M-1.4: Transportation Innovation.** Promote transportation innovation and encourage transportation network companies to reduce greenhouse gases through improved technology, curb space management, and micromobility alternatives.

GOAL CAP-2: Bicycle and Pedestrian Trips. Increase bicycle and pedestrian trips to reduce dependence on vehicles and promote community health.

- **Policy M-2.1: Truckee Trails and Bikeways Master Plan.** Maintain, implement, and update the Truckee Trails and Bikeways Master Plan to continue to expand the town's interconnected system of multi-use paths, bike lanes, trails, and sidewalks throughout the community that is safe and accessible to all users, including children, persons with disabilities, and seniors.
- **Policy M-2.5: Bicycle and Pedestrian Roadway Improvements.** Use roadway, roundabout, and intersection improvements as an opportunity to improve bicycle and pedestrian facilities and connections, where feasible.
- **Policy M-2.13: Bike Parking Requirements for New Development.** Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.
- **Policy M-2.14: Adequate Bike Parking at Major Facilities.** Provide adequate bike parking at all Town facilities and encourage similar parking at other agencies and major existing employers.
- **Policy M-2.17: Bicycle and Pedestrian Education.** Promote bicycle and pedestrian use through media campaigns, and continue to provide programs that educate the community about bicycle and pedestrian safety, the benefits of walking and biking, as well as the availability of facilities for the mobility impaired. Support focused programs for more vulnerable users such as school-age children, lower-income users, and the mobility impaired.

GOAL CAP-3: Transit System. Promote a safe, accessible, equitable, and efficient local and integrated regional transit system, including bus, van, shuttle, and rail, to encourage broad support and use of public transit and reduce dependence on single-occupant vehicles.

- **Policy M-3.1: Transit Access.** Require new development to incorporate features that accommodate and maximize transit access and use, including shelters, safe routes to transit stops, and Americans with Disabilities Act (ADA) improvements, and ensure that right-of-way for future transit access is reserved in plans for new growth areas.

- **Policy M-3.2: Transit for Vulnerable, Underserved, and Underrepresented Groups.** Make a diligent effort to engage and incorporate the transit needs of children, seniors, disabled, low-income, vulnerable, and transit-dependent persons in making decisions regarding transit services and compliance with the ADA and Title VI of the Civil Rights Act.
- **Policy M-3.4: First-Last Mile Solutions.** Prioritize capital improvements and land use decisions that integrate first-last mile solutions that connect passengers to and between alternative transportation modes including rail, intercity bus service, biking, and walking.
- **Policy M-3.6: Transit Use and Transfers.** Work to increase ridership by maintaining a "fare-free" system, reducing headways from current one-hour headways, increasing service area coverage, and expanding route connections, including transfers between different modes of transport such as Reno/Tahoe International Airport, Truckee Tahoe Airport, bicycle, rail, and interregional bus service.
- **Policy M-3.7: Transit Signal Priority.** Increase the competitiveness of transit use with private automobiles and improve on-time performance through installation of transit signal priority technology. Work with Placer County and Caltrans to plan, design, and implement managed and/or dedicated transit lanes and "queue jumping" at strategic intersections and points of congestion.
- **Policy M-3.8: Bus Shelters.** Design new ADA-accessible bus and van/shuttle shelters and, where feasible include bicycle racks and bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations. Consider ways to incorporate rider information and real-time NextBus information.
- **Policy M-3.9: Low/No-Emissions Transit Fleets.** Transition the local and regional transit fleets to no- or low-emissions vehicles such as electric or hybrid buses.
- **Policy M-3.11: Interregional Transit Services.** Collaborate and proactively plan with regional partners to expand the provision of interregional transit services to and from the Lake Tahoe Basin, summer and winter recreation destinations, public lands, and the Reno metro area, as funding permits.

GOAL CAP-4: Low- and Zero-Emissions Vehicles. Increase low- and zero-emissions vehicle options to work toward a carbon-neutral transportation system.

- **Policy M-2.12: E-Bike Infrastructure.** Ensure adequate infrastructure for e-bikes such as universal charging and docking stations in new and redeveloped commercial and multi-family residential projects and Town facilities. Create an integrated regional bike-share program, develop standards for new infrastructure, and encourage other agencies and major employers to install e-bike charging stations and regional bike-share docking stations.
- **Policy M-3.10: Low/No-Emissions Microtransit Vehicles to Complement Fixed-Route Transit.** Expand van, shuttle, on-demand ride, trip consolidation software, ridesharing, and other technologies emphasizing no- or low-emissions vehicles such as electric or hybrid to augment or complement fixed-route transit through microtransit services.
- **Policy CAP-4.1: Low- and Zero-Emissions Vehicles.** Support cleaner, sustainable renewable, low-carbon fuels, including renewable electricity or hydrogen fuel cells, and support fuel efficiency measures that would reduce the amount of gasoline and diesel fuel consumed.
- **Policy CAP-4.2: Charging Station System.** Enhance the electric vehicle charging station network throughout town for both public and private fleets.
- **Policy CAP-4.3: EV-Ready Installation Infrastructure.** Require new residential and nonresidential developments to have EV–ready installation infrastructure or installed EV charging stations.

GOAL CAP-5: Land Use Patterns. Reduce reliance on vehicles by encouraging higher-density housing near businesses and amenities (e.g., trails, community gathering spaces) that serve the daily needs of residents.

- **Policy M-1.1: Integration of Land Use and Climate Action Planning and Decisions.** During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile

trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.

- Policy LU-2.4: Appropriate Location of Affordable Housing Development. Use regulatory and voluntary tools to focus affordable housing development along existing and planned transit routes and near services and jobs.
- Policy LU-2.5: Healthy Jobs-Housing Balance. Incorporate information from the North Tahoe Regional Workforce Housing Needs Assessment and future housing needs studies into the Town's housing strategy to maintain a healthy jobs-housing balance in Truckee.

GOAL CAP-6: Open Space and Carbon Sequestration. Conserve open space and improve land carbon sequestration potential to enhance the resilience of natural spaces.

- Policy CAP-6.1: Land Conservation. Support and identify new opportunities for land conservation in and surrounding the town. Consider wildfire risk reduction strategies in the identification and implementation process.
- Policy CAP-6.2: Open Space Restoration. Protect, increase, and restore open space while working to expand the carbon sequestration potential of land.

GOAL CAP-7: Energy Efficiency in Existing Development. Increase energy efficiency in existing developments to reduce energy use in the built environment.

- Policy CAP-7.1: Renewable Energy Sources. Support utility providers in achieving 100 percent renewable energy by increasing renewable energy sources, including renewable natural gas. Support regional efforts to develop renewable energy sources and supportive funding opportunities.
- Policy CAP-7.2: Resource Conservation Outreach Programs. Continue to work with local utility providers to develop outreach programs and materials to educate and influence the resource conservation behavior of residents, businesses, and visitors.
- Policy CAP-7.3: Energy Efficiency Upgrades at Town Facilities. Continue to employ energy efficiency upgrades as part of regular municipal maintenance operations and incorporate cost-effective renewable energy options.
- Policy CAP-7.4: Decarbonization. Work toward decarbonization of existing buildings while supplementing costs and other burdens for vulnerable populations.
- Policy CAP-7.5: Building Energy Retrofit Program. Develop and implement a comprehensive building energy retrofit program to improve energy efficiency and increase electrification in existing buildings.
- Policy CAP-7.6: Water Conservation. Promote indoor and outdoor water conservation to reduce water and water-related energy use.

GOAL CAP-8: Energy Efficiency in New Development. Promote and incentivize building electrification and energy efficiency in new development.

- Policy CAP-8.1: Fossil Fuel Reduction. Discourage use of fossil fuels in new buildings and incentivize electrification to minimize GHG emissions.
- Policy CAP-8.2: Zero Net Energy Standard. Develop a Zero Net Energy (ZNE) Standard to minimize energy use in new residential and nonresidential development.
- Policy CAP-8.3: Alternative Building Materials. Support the use of innovative and alternative building materials and designs to improve energy efficiency. Encourage voluntary actions, such as compliance with the Leadership in Energy and Environmental Design standard or the Build It Green point system.

GOAL CAP-9: Organic Waste. Reduce the amount of organic waste generated in Truckee.

- Policy CAP-9.1: Organic Waste Diversion. Increase organic waste diversion rates for businesses, residents, and public agencies while supporting local renewable natural gas production, as appropriate.

- **Policy CAP-9.2: Alternative Fuel Sources**. Consider alternative fuel sources, including local anaerobic digestion, biofuel, biodiesel, methane capture from wastewater processing, and forest biomass as potential energy sources.

GOAL CAP-10: Overall Consumption. Minimize embedded carbon emissions and reduce overall consumption.

- **Policy CAP-10.1: Single-Use Items.** Increase recycling and reuse, and reduce the use of single-use items throughout the community.
- **Policy CAP-10.2: Packaging, Production, Goods Transportation Waste.** Encourage all organizations, particularly large waste-generating organizations, to reduce waste in packaging, production, and transportation of goods to Truckee.
- **Policy CAP-10.3: Refurbishment, Repair, and Reuse.** Support development programs that teach refurbishment, repair, and reuse, while increasing education and awareness campaigns that focus on reuse and repair as a first priority. Work with community partners to adopt waste reduction pledges and create marketing campaigns to brand a "cool" culture of sustainability.

GOAL CAP-11: CAP Implementation, Monitoring, and Reporting. Implement CAP goals, policies, and actions through a comprehensive implementation, monitoring, and reporting program.

- **Policy CAP-11.1: Interjurisdictional and Interagency Collaboration.** Promote regional interjurisdictional and interagency collaboration on all relevant climate action measures.
- **Policy CAP-11.2: CAP Implementation Progress Updates.** Ensure elected officials and the public are regularly updated on CAP implementation and progress achieved toward the Town's GHG reduction targets.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan that are specifically applicable to climate change and GHG emissions.

ISSUES NOT DISCUSSED FURTHER

All potential issues related to GHG emissions identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.8-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Development that could occur under the proposed GPU would result in construction- and operation-related GHG emissions that could contribute to climate change on a cumulative basis. In developing the Climate Action Plan Element, the Town reviewed all feasible measures to close the emissions gap beyond 2030. All feasible reduction measures are included as policies and actions in the GPU. The GPU would result in GHG emission reductions sufficient to meet the 2030 GHG reduction targets and goals of the CAP, which are consistent and aligned with the goals identified in the 2017 Scoping Plan and SB 32. However, based on current emission estimates for the Town projected for 2040, 2045, and 2050, the CAP measures would not be sufficient to meet the targets for these years. Considering that the CAP would not meet its own 2040, 2045, and 2050 reduction targets, the proposed policies and programs included in the GPU would likely not result in sufficient GHG reductions for the Town to meet the longer-term goals of carbon neutrality established by Executive Order B-55-18 by 2045 and an 80 percent reduction from 1990 levels by 2050 as stated in EO S-3-05. Thus, this impact would be **significant and unavoidable**.

The proposed Climate Action Plan Element of the GPU establishes a target of reducing emissions by 40 percent below 2008 levels by 2030 and 80 percent below 2008 levels by 2040. These reduction targets were developed in consideration of the 2017 Scoping Plan and SB 32 as well as Resolution 2017-58, shown below in Table 4.8-4.

Therefore, consistency with the CAP and the targets established therein is understood to demonstrate consistency with applicable plans, policies, and regulations such that the project would not generate GHG emissions that have a significant effect on the environment.

Table 4.8-4 Truckee CAP Emissions Forecast and GHG Reduction Target

CAP Metric	Target Year					
	2008 (Baseline)	2016	2030	2040	2045	2050
Inventory and BAU Forecast Emissions	230,349	228,334	263,715	286,903	298,660	311,210
Inventory and ABAU Forecast Emissions	230,349	153,268	155,038	148,640	133,222	136,729
Target Percent Reduction below 2008 Levels	NA	NA	40%	80%	100%	100%
Target Annual Mass Emissions Level	NA	NA	138,209	46,070	0	0
Reduction Needed to Achieve Targets	NA	NA	16,829	102,570	133,222	136,729
Total GHG Reductions from CAP	NA	NA	35,359	70,817	83,384	88,990
Remaining GAP to Achieve Target[1]	NA	NA	(18,529)	31,754	49,838	47,739

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent; NA = not applicable.

[1] Parentheses indicate target has been achieved through CAP measures with a surplus of emissions reductions.

Source: Data provided by Ascent Environmental in 2020.

Thus, for the purpose of this analysis and based on the targets identified in the CAP, the project would contribute significantly to climate change if:

- communitywide emissions are not reduced by at least 40 percent below 2008 levels by 2030 (i.e., community-wide emissions equaling 138,209 $MTCO_2e$ in 2030), or
- communitywide emissions are not reduced by at least 80 percent below 2008 levels by 2040 (i.e., community-wide emissions equaling 46,070 $MTCO_2e$ in 2040), and carbon neutrality is not achieved by 2045 and 2050.

The proposed GPU and Downtown Truckee Plan would guide development in response to anticipated population growth. An objective of the GPU is to reduce greenhouse gas emissions in all sectors, including, but not limited to, transportation, land use, building energy, and solid waste, through comprehensive and robust planning and implementation. Development would result in construction and operation-related GHG emissions that would contribute to climate change on a cumulative basis.

Construction activity, which would typically involve use of heavy-duty equipment, construction worker commute trips, material deliveries, and vendor trips, would result in the release of GHG emissions. Although construction-generated GHG emissions are generally limited in duration for any given project, taken together over buildout of the GPU these emissions could be considerable. Long-term operational sources of GHG emissions associated with buildout of the proposed GPU would include mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), wastewater treatment, and water consumption (e.g., electricity used to deliver and treat water consumed by customers in the Planning Area). Operational GHG emissions associated with buildout of the project are summarized in Appendix C. A summary of GHG emissions in the town by sector is also included as Appendix C.

<u>Consistency with the 2017 California Climate Change Scoping Plan</u>

Total GHG emissions reductions required to meet the targets account for both State and federal regulatory actions, and locally based GHG emissions reductions in the Climate Action Plan Element, which are summarized in Table 4.8-4. A list of specific GPU policies and programs that correspond with the proposed GHG emissions reduction measures in the CAP, by CAP goal, are included in Table 4.8-5. The GHG emissions reduction measures apply to existing development, new development, or both, depending on the measure and implementation methods. Implementation of the GHG emissions reduction measures in the proposed CAP would reduce GHG emissions by approximately 35,359 $MTCO_2e$ in 2030.

These reductions that would exceed that Town's targets of reducing emissions by 40 percent below 2008 levels and 80 percent below 2008 levels by 2030, thus succeeding in closing the town's GHG emissions gap after accounting for legislative and regulatory mechanisms. As discussed in Chapter 3, "Project Description," and in the Climate Action Plan Element, these reduction targets are developed in consideration of statewide emissions targets established by SB 32 and Executive Order B-30-15.

Table 4.8-5 Proposed CAP Goals and Respective Reductions in 2030

CAP Goal or Policy	$MTCO_2e$ Reductions in 2030
Transportation and Land Use Goals	
GOAL CAP-1: Reduction in Vehicle Miles Traveled	1,087
GOAL CAP-2: Bicycle and Pedestrian Trips	869
GOAL CAP-3: Transit System	800
GOAL CAP-4: Low- and Zero-Emissions Vehicles	317
GOAL CAP-5: Land Use Patterns	240
GOAL CAP-6: Open Space and Carbon Sequestration	2,775
Building Energy Goals	
GOAL CAP-7a Energy Efficiency in Existing Development (CAP-7.A Building Energy Retrofit Program)	15,864
GOAL CAP-7b Energy Efficiency in Existing Development (CAP-7.B Renewable Natural Gas Supply)	11,763
GOAL CAP-7c Energy Efficiency in Existing Development (CAP-7.G Water Conservation Education)	12
GOAL CAP-8 Energy Efficiency in New Development	465
Solid Waste Goals	
GOAL CAP-9 Organic Waste	1,166
Conclusion	
Total GHG Reductions from CAP Element	35,359
Target Annual Mass Emissions Level	138,209
Reduction Needed to Achieve Targets	16,829
Remaining Gap to Achieve Target[1]	(18,529)
Achieves Target?	Yes

Notes: The CAP contains a target to achieve a 40 percent reduction in communitywide emissions compared to 2008 levels by 2030. This translates into a communitywide inventory of 138,209 $MTCO_2e$ in the year 2030.

[1] Parentheses indicate target has been achieved through CAP measures with a surplus of emissions reductions.

Source: Data provided by Ascent Environmental in 2022.

The estimated GHG emissions reduction potential of the CAP goals and policies are summarized in Table 4.8-5. These GHG estimates are based on conservative assumptions and performance standards that are included in the proposed CAP. The Town's forecast emissions under the GPU including the emissions reductions achieved by the CAP goals and policies would meet and exceed the 2030 reduction target.

Although implementation of the proposed General Plan would result in both direct and indirect GHG emissions, the CAP and proposed GPU policies would reduce emissions consistent with local GHG emissions reduction targets that are aligned with the statewide 2030 target established by the State's 2017 Scoping Plan and Executive Order B-30-15. The proposed GPU would be consistent with the directives of SB 32, which requires the State to reduce GHG emissions 40 percent below 1990 levels by 2030. Therefore, the buildout of the proposed GPU would not conflict with the 2017 Scoping Plan.

Longer-Term Statewide GHG Emissions Reduction Goals for 2040, 2045, and 2050

As noted in the 2017 Scoping Plan, the long-term goal of achieving a GHG emissions reduction of 80 percent below 1990 levels by 2050, equivalent to 2 $MTCO_2e$ per capita, represents the State's commitment to achieving its "fair share" of GHG emissions reductions required under the Paris Agreement, which identified scientifically-based global emissions levels required to put the world on track to limit global warming to below 2°C, thereby avoiding the most catastrophic and dangerous impacts of global climate change (CARB 2017a:99). Additionally, the 2020 and 2030 targets codified into State law per AB 32 and SB 32 were established consistent with the long-term trajectory of emissions reductions required to achieve the 2050 goal.

Although the statewide GHG reduction goals for 2045 and 2050 have not been codified by the State's legislature, it is still considered imperative that projects demonstrate progress toward achieving longer-term GHG reduction goals under CEQA. Total GHG emissions reductions required to meet the targets account for both State and federal regulatory actions, and locally based GHG emissions reductions in the Climate Action Plan Element, which are summarized in Table 4.8-4. AAs a result of the GHG reduction measures listed in the CAP, emissions would continue to decline extending to 2050 and beyond. As shown in Table 4.8-6, 2040, 2045, and 2050 emissions would be reduced by 70,817, 83,384, and 88,990 $MTCO_2e$, respectively. Additional net GHG emissions reductions would be required to meet the long-term goals for 2045 and 2050; however, the scale of reductions required to achieve the much more aggressive longer-term emissions reduction goals will require significant improvements the availability and/or cost of technology, as well as potential increased reductions from ongoing state and federal legislative actions.

Table 4.8-6 Proposed CAP Goals and Respective Reductions in 2040, 2045, and 2050

CAP Goal or Policy	$MTCO_2e$ Reductions by Target Year		
	2040	2045	2050
Transportation and Land Use Goals			
GOAL CAP-1: Reduction in Vehicle Miles Traveled	1,372	1,678	2,064
GOAL CAP-2: Bicycle and Pedestrian Trips	1,472	1,746	2,050
GOAL CAP-3: Transit System	1,564	1,530	1,569
GOAL CAP-4: Low- and Zero-Emissions Vehicles	668	1,018	1,325
GOAL CAP-5: Land Use Patterns	219	209	209
GOAL CAP-6: Open Space and Carbon Sequestration	5,550	8,325	11,100
Building Energy Goals			
GOAL CAP-7a Energy Efficiency in Existing Development (CAP-7.A Building Energy Retrofit Program)	36,997	29,790	29,790
GOAL CAP-7b Energy Efficiency in Existing Development (CAP-7.B Renewable Natural Gas Supply)	14,875	29,471	29,471
GOAL CAP-7c Energy Efficiency in Existing Development (CAP-7.G Water Conservation Education)	7	0	0
GOAL CAP-8 Energy Efficiency in New Development	5,740	6,649	8,416
Solid Waste Goals			
GOAL CAP-9 Organic Waste	2,353	2,969	2,996
Conclusion			
Total GHG Reductions from CAP Element	70,817	83,384	88,990
Target Annual Mass Emissions Level	46,070[1]	0	0
Reduction Needed to Achieve Targets	102,570	133,222	136,729
Remaining Gap to Achieve Target	31,754	49,838	47,739
Achieves Target?	No	No	No

[1] The CAP contains a target to achieve an 80 percent reduction in communitywide emissions compared to 2008 levels by 2040. This translates into a communitywide inventory equaling 46,070 $MTCO_2e$ in 2040.

Source: Data provided by Ascent Environmental in 2022.

Based on projected 2045 and 2050 emission estimates for the Town, and considering the proposed policies and programs listed above and the technology available at the time of writing this Draft EIR, the project would not result in sufficient GHG reductions for the Town to meet the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. The 2017 Scoping Plan only identifies known commitments and proposed actions that will be taken by the State to achieve the 2030 target. Furthermore, while the State has released the Draft 2022 Scoping Plan Update, the State has not yet adopted a final detailed update to the Scoping Plan for future targets that may be adopted beyond 2030 on the path to meeting the 2050 goal. Moreover, the 2040 target of achieving an 80 percent reduction in GHG emissions from 2008 levels is the result of the Town's Resolution 2017-58, and arguably exceeds the (not yet codified) statewide 2040 target of reducing emissions by 60 percent below 1990 levels. The Town would continue to monitor the status of communitywide GHG emissions over time; monitor and report on progress toward achieving adopted GHG reduction goals through implementation of the CAP; and identify new or modified GHG reduction measures that would achieve longer-term, post-2030 targets that may be set by the State or others in the future. This impact would be **significant**.

Mitigation Measures

No additional feasible mitigation available beyond compliance with the proposed GPU policies.

Significance after Mitigation

Despite the GPU policies, implementation programs, and CAP GHG reduction goals that would be implemented under the project, emissions would not meet the long-term adjusted statewide emissions reduction goal of reducing emission by 80 percent compared to a 1990 baseline by 2050, consistent with EO S-3-05 and the 2017 Scoping Plan. In developing the Climate Action Plan Element, the Town reviewed all feasible measures to close the emissions gap beyond 2030, and has included all feasible reduction measures as policies and actions in the Climate Action Plan Element that are currently available. These include policies to reduce VMT through increased transit uses and more dense land use patterns, supporting zero emissions vehicles and carbon sequestration, requiring energy efficiency in existing and new development, and reduced overall consumption and generation of waste. As noted above, the Climate Action Plan Element will undergo periodic updating and tracking to identify new reduction measures and expand upon those measures that are effective in mitigating emissions. No additional mitigation or information regarding future available technology advancements or future State plans for achieving post-2030 emission reductions is available at this time that can be further quantified. This impact would be **significant and unavoidable**.

Impact 4.8-2: Conflict with Any Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

Based on anticipated growth and technology, the project would result in GHG emissions that exceed the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. Because the project cannot demonstrate the necessary emissions reductions at this time, the project would conflict with these plans and regulations. Thus, this impact would be **significant and unavoidable**.

Numerous federal, state, and local regulations have been adopted to reduce GHG emissions. Many of these regulations, including the 2017 Scoping Plan, SB 32, and Town Resolution 2017-58, establish target emission levels under the presumption that achieving these targets through GHG emissions reduction would avoid or substantially lessen significant impacts on the environment. As discussed in Impact 4.8-1, above, the proposed Climate Action Plan Element of the GPU establishes reduction targets that were developed in consideration these regulations. Therefore, consistency with the CAP, and the targets established therein, is understood to demonstrate consistency with applicable plans, policies, and regulations.

Based on anticipated growth and technology, the project would result in GHG emissions that exceed the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. The 2017 Scoping Plan and 2022 Scoping Plan Update do not identify state commitments and proposed actions to meet the 2050 goal. Further, the 2040 target of achieving an 80 percent reduction in GHG emissions from 2008 levels is the result of the Town's Resolution 2017-58, and arguably exceeds the (not yet codified) statewide 2040 target of

reducing emissions by 60 percent below 1990 levels. Noetheless, because the project cannot demonstrate the necessary emissions reductions at this time, the project would conflict with these plans and regulations. The Town would continue to monitor the status of communitywide GHG emissions over time; monitor and report on progress toward achieving adopted GHG reduction goals through implementation of the CAP; and identify new or modified GHG reduction measures that would achieve longer-term, post-2030 targets that may be set by the state or others in the future. Nevertheless, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation available beyond compliance with the proposed GPU policies.

Significance after Mitigation

Despite the GPU policies, implementation programs, and CAP GHG reduction goals that would be implemented under the project, emissions would not meet the long-term adjusted statewide emissions reduction goal of reducing emission by 80 percent compared to a 1990 baseline by 2050, consistent with EO S-3-05 and the 2017 Scoping Plan. In developing the Climate Action Plan Element, the Town reviewed all feasible measures to close the emissions gap beyond 2030 and has included all currently available feasible reduction measures as policies and actions in the Climate Action Plan Element. These include policies to reduce VMT through increased transit uses and more dense land use patterns, supporting zero emissions vehicles and carbon sequestration, requiring energy efficiency in existing and new development, and reduced overall consumption and generation of waste. As noted above, the Climate Action Plan Element will undergo periodic updating and tracking to identify new reduction measures and expand upon those measures that are effective in mitigating emissions. No additional mitigation or information regarding future available technology advancements or future State plans for achieving post-2030 emission reductions is available at this time that can be further quantified. This impact would be **significant and unavoidable**.

4.9 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential impacts of implementing Truckee2040 related to hazardous materials and public safety. A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency. A hazardous material is defined in California Health and Safety Code Section 25501 as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include hazardous substances, hazardous waste, and any material that meets the definition according to the handler or the administering agency. These materials can pose a substantial present or future hazard risk to human health or the environment if improperly handled, stored, disposed of, remediated, or otherwise managed.

In response to the notice of preparation, the California Department of Toxic Substances Control (DTSC) submitted a comment regarding potential for historic or future activities on or near the project site to result in the release of hazardous wastes or substances, including information regarding the former Truckee dump site, aerially deposited lead, abandoned mines, demolition hazards, and soil sampling requirements. In addition, public comments expressed concern about airport hazards and evacuation. Full comment letters are included in Appendix A.

4.9.1 Regulatory Setting

FEDERAL

Hazardous Material Management

The U.S. Department of Transportation (DOT), Office of Hazardous Material Safety, defines "hazard" as a condition, activity, or inherent characteristic of a material that has the potential to cause harm to people, property, or the environment. Exposure to hazardous materials can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Federal laws require planning to ensure that hazardous materials are properly handled, used, transported, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. EPA is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in CFR Titles 29, 40, and 49. The following federal laws govern hazardous materials storage, handling, and remediation and would apply to activities under the GPU:

- The Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal ("cradle to grave").
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.
- The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986, imposes hazardous materials planning requirements to help protect local communities in the event of accidental or planed releases of listed substances. These sites are required to report as a part of the Toxics Release Inventory (TRI).
- The Toxic Substances Control Act of 1976 (15 USC Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- DOT regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law (49 USC Section 5101 et seq.; formerly the Hazardous Materials Transportation Act, 49 USC Section 1801 et seq.) is the basic statute

regulating transport of hazardous materials in the United States. Hazardous materials regulations are enforced by the Federal Highway Administration, the U.S. Coast Guard, the Federal Railroad Administration (FRA), and the Federal Aviation Administration.

- The Federal Insecticide, Fungicide, and Rodenticide Act (7 USC 136 et seq.) provides regulation for the distribution, sale, and use of insecticides, herbicides, fungicides, rodenticides, antimicrobials, and devices and extends to both intrastate and interstate commerce.

Worker Safety

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

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is responsible for researching and setting national standards for most environmental programs, and it delegates to states and local government responsibility for issuing permits and for monitoring and enforcing compliance. EPA Region IX has authority over the City of Truckee, regulating chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with California Division of Occupational Safety and Health [Cal/OSHA]; see above); and integrates the federal Clean Water Act and Clean Air Act into California legislation.

Federal Land Assistance, Management, and Enhancement Act

In 2009, Congress passed the Federal Land Assistance, Management, and Enhancement (FLAME) Act as the basis for the U.S. Department of Agriculture (USDA) and the U.S. Department of the Interior (DOI) to develop a national cohesive wildland fire management strategy. In response to the FLAME Act, USDA and DOI published the National Cohesive Wildland Fire Management Strategy, which includes the National Strategy and the National Action Plan, both completed in April 2014. Together, these documents address elements requested by Congress after the passage of the FLAME Act and represent an approach to wildland fire management based on the goal of achieving safer, more efficient, cost-effective public and resource protection goals and more resilient landscapes.

Healthy Forest Restoration Act

The Healthy Forest Restoration Act (HFRA), enacted by the U.S. Congress on January 7, 2003, established a protocol for the creation of a type of document that articulated a wildfire safety plan for communities at risk from wildland fires known as a Community Wildfire Protection Plan (CWPP). The Truckee Fire Protection District (TFPD) has prepared a CWPP for the areas within its local responsibility (see further description of the CWPP below under "Local").

STATE

The term "hazardous material" is defined by California Health and Safety Code as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (6.95 Health and Safety Code [HSC] 25501). In this section, the term "hazardous material" is used to denote any hazardous product and hazardous commodity that is transported or used in commerce. The term "hazardous waste" is used for waste materials that are destined for treatment or disposal and have been defined in state or federal regulations as being hazardous waste.

The California Environmental Protection Agency (CalEPA) oversees and coordinates the activities of the California Air Resources Board, CalRecycle (which replaced the California Integrated Waste Management Board in 2010), the California Department of Pesticide Regulation, DTSC, the Office of Environmental Health Hazard Assessment, and the State Water Resources Control Board (SWRCB). DTSC has primary regulatory responsibility over hazardous materials in California. DTSC works in conjunction with the federal EPA to enforce and implement hazardous materials laws and

regulations. Management of hazardous materials is regulated by the following state programs, and these apply to activities related to implementation of the GPU:

- The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) ensures consistency throughout the state regarding hazardous waste and materials standards. CalEPA oversees the entire Unified Program and certifies local government agencies to implement the program standards. A local agency, such as a county or city, applies to CalEPA for certification as the Certified Unified Program Agency (CUPA), responsible for implementing the Unified Program within its jurisdiction. The CUPA consolidates, coordinates, and makes consistent the administrative requirements, permits, inspection activities, enforcement activities, and hazardous waste and hazardous materials fees. Cal OES, DTSC, the Office of the State Fire Marshal (OSFM), and SWRCB are also involved with the Unified Program.
- OSFM is responsible for ensuring the implementation of the Hazardous Material Management Plan (HMMP) and Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs. The HMMP and HMIS program is closely tied to the Business Plan Program. In addition, OSFM also handles the oversight and enforcement for the aboveground storage tank program. The APSA applies to facilities that are subject to the oil pollution prevention regulations specified in CFR 40, Part 112 or that have a storage capacity of at least 1,320 gallons of petroleum. The California APSA requires preparation of an SPCC plan in accordance with CFR 40, Part 112.
- California has adopted DOT regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in Title 26 of the CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.
- California has developed an emergency response plan, the State Hazard Mitigation Plan, managed by the Governor's Office of Emergency Services (OES), to coordinate emergency services provided by federal, state, and local governments and private agencies. OES supports and enhances emergency management, including preparedness, response, recovery, and mitigation needs, and assists local and tribal governments with hazard mitigation planning. It also responds to and aids in the recovery from emergencies within the state. In addition, Cal OES is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) and the Area Plan Programs.
- Cal/OSHA is responsible for promulgating and enforcing State health and safety standards and for implementing Federal OSHA laws. Cal/OSHA has authority to set and enforce standards to minimize the potential for release of asbestos and lead during construction and demolition activities.
- The SWRCB provides technical assistance and evaluation for the underground storage tank program. Chapter 6.7 of the California Health and Safety Code outlines the requirements for underground storage tanks (USTs). The code identifies requirements for corrective actions, cleanup funds, liability, and the responsibilities of owners and operators of USTs. The Lahontan Regional Water Quality Control Board is one of nine regional boards in the state charged with protecting surface water and groundwater quality from pollutants discharged or threatened to be discharged to the waters of the state. It issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination in the region, including Truckee.

Strategic Fire Plan for California

Public Resources Code Sections 4114 and 4130 authorize the California Board of Forestry and Fire Protection (Board) to establish a fire plan that, among other things, establishes the levels of statewide fire protection services for State Responsibility Area (SRA) lands. These levels of service recognize other fire protection resources at the federal and local levels that collectively provide a regional and statewide emergency response capability. In addition, California's integrated mutual aid fire protection system provides fire protection services through automatic and mutual aid

agreements for fire incidents across all ownerships. In 2019, the Board adopted the latest *Strategic Fire Plan for California*. This statewide fire plan was developed collaboratively by the Board and the California Department of Forestry and Fire Protection (CAL FIRE), in consultation with a group of outside experts to complete a needs assessment and to form the Fire Plan Steering Committee. This committee worked for more than a year preparing the 2019 Strategic Fire Plan. The Strategic Fire Plan seeks to protect lives, residential property, and natural resources. It is the basis for assessing California's complex and dynamic natural and built environment and identifying a variety of actions to minimize the negative effects of wildland fire. Implementation of the *Strategic Fire Plan for California* is intended to occur at all levels of CAL FIRE, as well as through partnerships with local, State, and federal agencies; private organizations (e.g., fire safe councils, homeowners' associations, industry); and citizens.

Senate Bill 1704 (Vegetation Management Program)

Senate Bill (SB) 1704 establishes the basic processes and procedures consistent with the need to manage chaparral-covered and associated lands within California. The Vegetation Management Program allows private landowners to enter into a contract with CAL FIRE to use prescribed fire to accomplish a combination of fire protection and resource management goals. The main goals of the program are the reduction of conflagration fires, the optimization of soil and water productivity, and the protection and improvement of intrinsic floral and faunal values.

Senate Bill 1260 (Fire Prevention and Protection: Prescribed Burns)

SB 1260, passed in 2018, creates several changes to local wildfire planning, prescribed fire requirements, and fire mitigation strategies for local governments. The bill is intended to create a more collaborative process for forestry management between federal, State, and local agencies, as well as opportunities for public and private land managers to mitigate wildfire risk. The following updates to existing law in the bill are most pertinent to Truckee:

- Requires a local agency to transmit a copy of its adopted ordinance designating Very High Fire Hazard Severity Zones (FHSZs) to the Board.
- Requires a city or county that contains either an SRA or Very High FHSZ to notify the Board if it takes action to adopt or amend the safety element of its general plan.
- Requires the local agency, upon approval of a tentative map or a parcel map for an area located in either the SRA or Very High FHSZ, to transmit a copy of the minimum fire safety standards findings required and accompanying maps to the Board.
- Authorizes a person with a CAL FIRE burn permit to use fire to abate a fire hazard.
- Requires CAL FIRE to establish a grant program, upon appropriation by the legislature, which may include a cost-share program with local governments.
- Requires CAL FIRE to cooperate with private and public landowners in prescribed fire activities, including, but not limited to, site preparation and other preburn planning and activities.
- Requires, to the extent feasible and only in portions of the state, the Board's vegetation treatment program programmatic environmental impact report, when certified, to serve as the programmatic environmental document for prescribed fires initiated by CAL FIRE or by persons conducting prescribed fires with a CAL FIRE burn permit.

Public Resources Code Section 4291/Government Code Section 51182

Public Resources Code Section 4291 and Government Code Section 51182 require property owners in mountainous areas, forest-covered lands, or any land that is covered with flammable material to create a minimum 100-foot defensible space (or to the property line) around their homes and other structures. To meet this defensible space requirement, property owners or those who control property must establish a 30-foot clean zone and a 70-foot reduced fuel zone.

California Building Code

The California Building Standards Law states that every local agency enforcing building regulations must adopt the provisions of the California Building Code (CBC) within 180 days of its publication; however, each jurisdiction can require

more stringent regulations issued as amendments to the CBC. The publication date of the CBC is known as Title 24 of the CCR. The CBC is modeled after the International Building Code. Building codes provide minimum requirements to prevent major structural failure and loss of life related to floods, fires, and earthquakes.

Chapter 7A of the California Building Code, establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ in SRAs or any Wildland-Urban Interface (WUI) Fire Area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. This applies to new buildings located in any FHSZ in SRAs.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of the CBC, which is set forth in CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine necessary protective measures. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

CCR Title 24, Part 2, Section 701A.3.2 (New Buildings Located in Any Fire Hazard Severity Zone) requires that new buildings located in any FHSZ in SRAs, any local agency Very-High FHSZ, or any WUI Fire Area designated by the enforcing agency for which an application for a building permit is submitted, shall comply with all the requirements of Chapter 7A. These requirements include the following:

- roofing design to be fire resistant and constructed to prevent the intrusion of flames and embers (Section 704A.1);
- attic ventilation designed to be resistant to the intrusion of flames and embers into the attic area of the structure (Section 704A.2);
- exterior walls design (including vents, window, and door) with noncombustible or ignition-resistant material and resist the intrusion of flame and ember (Section 704A.3);
- decking be designed with ignition-resistant material (Section 704A.4); and
- ancillary buildings and structures comply with the above provisions (Section 704A.5).

LOCAL

Nevada County Hazardous Material Area Plan

Nevada County maintains a Hazardous Material Area Plan (Area Plan), in accordance with the California Health and Safety Code (Division 20, Chapter 6.95, Section 25500 et seq.) and the CCR (Title 19, Article 3, Section 2270 et seq.). The Area Plan, which is updated every 3 years, establishes the policies, responsibilities, and procedures required to protect Nevada County's citizens, the environment, and public and private property from the effects of hazardous materials emergency incidents. The plan outlines the roles and responsibilities of Federal, State, County, and local agencies in responding to hazardous material releases and incidents. The Area Plan is used in conjunction with the Nevada County Emergency Operations Plan and the California Hazardous Materials Incident Contingency Plan.

The Nevada County Environmental Health Department monitors commercial storage and use of hazardous materials and issues permits regarding the use and storage of significant quantities of hazardous materials or substances.

Nevada County Emergency Operations Plan

Adopted in June 2011, the Nevada County Emergency Operations (ESO) Plan establishes procedures for the preparation for, response to, and recovery from natural and human-made emergency incidents that occur in Nevada County. The plan delineates the roles and responsibilities of the ESO, composed of various Nevada County agencies and departments, which supports the initial and extended responses to emergency incidents. The plan also establishes incident response procedures for the ESO for various emergency situations, as well as protocols for

coordination with State and Federal agencies, if necessary. It also identifies procedures concerning public awareness and education about emergency incidents. The plan is required to be updated every 3 years by the ESO.

Nevada County Local Hazard Mitigation Plan

In August 2017, Nevada County adopted the most recent update to the Nevada County Local Hazard Mitigation Plan (NCLHMP) to help reduce or eliminate long-term risk to people and property from hazards. The NCLHMP includes a risk assessment that identifies and profiles hazards that pose a risk to the County and participating jurisdictions, assesses the vulnerability of the planning area to these hazards, and examines the existing capabilities to mitigate them. As stated in the plan, Nevada County is vulnerable to several hazards, including floods, earthquakes, drought, liquefaction, landslides, wildfires, and other severe weather events. The NCLHMP also states that ongoing and aggressive wildfire mitigation activities in the county continue to effectively mitigate and prevent out-of-control, damaging wildfires despite an increase in wildfire risk and vulnerability.

The NCLHMP includes a section specific to hazardous material transport that discusses the characteristics and classification of various hazardous materials, identifies what hazardous material risks exist in the county, and describes past hazardous material incidents that have occurred in the county.

The NCLHMP also includes an Annex that details the hazard mitigation planning elements specific to the Town of Truckee, which was adopted by the Truckee Town Council on June 25, 2018 (Town of Truckee 2018a). The Annex identifies wildfire risk hazards in the town, populations and facilities at risk from wildfires, the history of wildfires in the town, and probability of future occurrence. The NCLHMP also includes a set of strategies to reduce the severity and intensity of fires in Nevada County. Listed below are the strategies in the NCLHMP specific to wildfires:

GOAL 4: Reduce fire severity and intensity in Nevada County

- Objective 4.1: Reduce the wildfire risk and vulnerability in Nevada County.
- Objective 4.2: Reduce life safety issues, property loss, and damages associated with wildfires.
- Objective 4.3: Develop a fuels management implementation strategy focusing on fuels reduction, education, and assistance.
- Objective 4.4: Promote implementation of fuels management activities by all landowners on both public and private lands.

Nevada County Environmental Health Department

The Nevada County Environmental Health Department maintains a Memorandum of Understanding with DTSC to complete all site inspections and to enforce State-established regulations concerning the handling, storage, transport, and disposal of hazardous materials. It also is responsible for responding to hazardous materials spill incidents in coordination with other agencies. During hazardous material spill incidents, in accordance with the Nevada County Emergency Operations Plan, the Nevada County Environmental Health Department is also responsible for providing technical information and assistance as a member of the multidisciplinary team responding to hazardous materials incidents, providing regulatory oversight of the disposal of hazardous materials/wastes, and providing oversight of mitigation actions at hazardous materials incidents. The department is also responsible for maintaining the Hazardous Materials Area Plan for the County. Recognized as the CUPA for the County, the department is tasked with assisting businesses that handle hazardous materials in receiving the appropriate permits and inspecting businesses on a regular basis.

Nevada County Hazardous Material Business Plan

Businesses operating in Nevada County that store or handle hazardous material equivalent to or greater than the minimum reportable quantities must complete and submit a Hazardous Material Business Plan to the Nevada County Health Department. The minimum reportable quantities for businesses are 55 gallons of a hazardous liquid, 200 standard cubic feet of a compressed gas (including oxygen), or 500 pounds of a hazardous solid. As required by CalEPA, the plans must at a minimum include three plan components: facility information, a hazardous materials inventory, and an emergency response plan.

Town of Truckee Emergency Operations Plan

The Town of Truckee Emergency Operations Plan, which establishes the town's emergency planning, organization, and response policies and procedures, includes procedural responses to both natural and human-made emergencies, including earthquakes, hazardous materials events, snow emergencies, flooding, terrorist acts, and wildfires.

Truckee Fire Protection District

Provisions Concerning Hazardous Materials

The TFPD has adopted several provisions of the Uniform Fire Code, which is established at the State level. Article 80 of the Code includes multiple provisions concerning the storage, transport, and accidental release of hazardous materials. The TFPD is responsible for overseeing enforcement of the provisions in Article 80 that it has adopted.

Community Wildfire Protection Plan

In 2016, the TFPD adopted the TFPD CWPP. The CWPP, which is required to be consistent with and tiered from the HFRA, must identify fuel-reduction projects to receive priority for funding requests from the California Fire Safe Council Clearinghouse and attain Federal agency consideration on recommendations identified in CWPPs (HFRA Section 103[b]) and implement those projects on Federal lands (HFRA Section 102[a]). The CWPP is also consistent with and tiered from the FLAME Act and includes a Cohesive Wildland Fire Management Strategy that provides comprehensive strategy for reducing wildfire risk and prepare communities for wildfire hazard events. The CWPP provides a comprehensive, scientifically based assessment of the wildfire hazards and risks within the TFPD and provides a set of strategies to reduce wildfire risk in the district. The CWPP includes a list of planned fuel treatment projects located in and surrounding the town to reduce wildfire risk in the WUI. These fuel management projects include collaboration with a variety of organizations, including the Tahoe Donner Homeowners Association, the Truckee Donner Land Trust, the Truckee Tahoe Airport District, and California Department of Parks and Recreation, which are the landowners for these projects (TFPD 2016). Below is a brief discussion of two key concepts addressed in the CWPP:

- **Wildland-Urban Interface:** The U.S. Forest Service defines the WUI as the place where "homes and wildlands meet or intermingle" or, more specifically, where "humans and their development meet or intermix with wildland fuel" (U.S. Forest Service 2013). The WUI is most often broken into two distinct areas: The **defense zone** is the area within 0.5 mile of the urban (or developed) core, and the **threat zone** is the area within 1.25 miles of the defense zone. Wildfire risk in the WUI can be managed through strategies implemented by various responsible parties. Land management agencies can help reduce wildfire size and intensity through fuel and vegetation management. Local governments can help reduce human development in areas of increased wildfire risk through proper land use management and zoning. Individual homeowners or other property owners can also reduce the risk of homes and other types of property loss by taking action to manage the risk of fire damage to their homes and surrounding areas on their property through creating defensible spaces around structures on their property.
- **Defensible Space:** Defensible space is the managed space around a structure that is designed and maintained to reduce the risk of damage to the structure from wildfires. Defensible space is achieved, most commonly, by reducing fuel (e.g., dead standing trees, live trees, brush, and cured grasses) within 100 feet in all directions from structures. Specifically, vegetation in the first 30 feet of the defensible space is kept to a minimum combustible mass. In the subsequent 70 feet, vegetation is separated vertically and horizontally depending on the vegetation type through thinning, pruning, and removing selected vegetation; limbing up trees from lower vegetation; and providing lateral separation of tree canopies.

The CWPP also includes strategies to help better prepare communities in the district for wildfire emergency scenarios, including procedures for communications and warnings during wildfire events; recommendations regarding wildfire public education, including sharing information about evacuation routes; and recommendations on how to prepare for wildfire emergencies (TFPD 2016).

Community Wildfire Prevention Fund Implementation Plan

On September 14, 2021, Measure T was passed by voters within the TFPD. This measure levies a special tax, creating a dedicated source of local funding for wildfire prevention. Planned projects for the 2022 season include identifying

and prioritizing larger properties that need fuel reduction through update of the CWPP, residential property defensible space inspections and education, and green waste pickup. Future projects include financing removal of dead trees from residential properties; community wildfire prevention grants; removal of fuels along the key neighborhood evacuation routes, in collaboration with the Town of Truckee, Nevada County, and Placer County; defensible space assistance for those that cannot physically, or financially get the work done; a home hardening rebate program; and ongoing fuel reduction for certain critical infrastructure (e.g., the hospital and cell towers) to keep these services operational during a wildfire. Many of these programs will dramatically increase the amount of green waste heading to the landfill. In anticipation, TFPD has initiated a biomass scoping study with the Town and Airport to understand the extent of the problem, as well as the landscape of solutions.

Greater Truckee Area Emergency Preparedness & Evacuation Guide

The *2014 Greater Truckee Area Emergency Preparedness & Evacuation Guide* provides area residents with practical advice for planning for emergency evacuation scenarios from a variety of natural and human-made hazards. The guide includes a checklist for a 4-day home survival kit, a guide to annual pre-emergency planning, instructions for an evacuation procedure, and an evacuation route map for the greater Truckee area. The guide also describes a series of strategies for property owners to decrease risk from wildfire, including specific actions to develop defensible space around structures (Town of Truckee 2014). In 2018, the Town of Truckee and TFPD published an updated Evacuation Guide for residents which includes evacuation routes for the town and important contact information for staying informed during emergency events including Nevada County Office of Emergency Services CodeRed system for residents to receive emergency information through their smart phones (Town of Truckee 2018b).

Truckee Municipal Code

Title 11, the Stormwater Quality Ordinance, sets forth stormwater quality requirements to regulate the entry of pollutants and non-stormwater discharges into the town stormwater conveyance system in compliance with the NPDES permit. Chapter 11.03, "Adoption of Best Management Practices," establishes best management practices (BMPs) for any activity, construction activity, operation or facility, which may cause or contribute to pollution or contamination of stormwater.

Chapter 18.40 (Landscape Standards) and Chapter 18.42 (Landscape Design Guidelines) of the Municipal Code (Town of Truckee 2018c) includes a set of landscape standards and design guidelines for new development that are designed to increase compatibility between abutting land uses and public rights-of-way by providing landscape screening, buffers, and defensible space to decrease wildfire risk. As part of the Town of Truckee's Standard Condition for Fire Protection Services, before final approval, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements within all areas of the district. TFPD requirements are consistent with Public Resources Code Section 4291 and Government Code Section 51182, discussed above.

4.9.2 Environmental Setting

HAZARDOUS MATERIALS/WASTE GENERATION AND MANAGEMENT

The Nevada County Environmental Health Department is the CUPA for Nevada County. The CUPA implements State and Federal laws, regulations, county codes, and local policies related to hazardous materials management. The Nevada County CUPA provides regulatory oversight for local participation in several statewide environmental programs.

Hazardous Materials Sites in Truckee

Information on hazardous materials and contaminated properties is maintained at the federal, state, and county level.

NEPAssist is a federal tool maintained by EPA that inventories any facility regulated by a federal hazardous waste program. It contains sites regulated by RCRA; air pollution data (ICIS-AIR); water dischargers covered by the NPDES; TRI, which contains information on toxic chemical releases and waste management reported by industries under

SARA Title II; and Superfund sites covered by CERCLA. NEPAssist was used to conduct a search of facilities within the policy area. There are a number of regulated facilities, mostly RCRA sites, where hazardous waste is routinely located and used within the planning are. There are also several NPDES-regulated discharge points, and two TRI reporting facilities, both of which are aggregate handling facilities.

State databases that record toxic waste and hazardous substances sites include the State of California Hazardous Waste and Substances List (also known as the "Cortese List"), the EnviroStor database, and the GeoTracker database. CalEPA maintains and annually updates the Cortese List pursuant to Government Code Section 65962.5. DTSC is responsible for providing a portion of the Cortese List information, and other state and local agencies provide additional information. The EnviroStor database, managed by DTSC, lists brownfield sites (an EPA program for contaminated properties), sites undergoing hazardous materials mitigation, sites with known contamination that may require further investigation, federal superfund sites, state response sites, voluntary cleanup sites, and school cleanup sites. The State's Regional Water Quality Control Boards maintain GeoTracker, which is a data management system for sites that affect, or have the potential to affect, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, as well as permitted facilities, such as irrigated lands, operating permitted underground storage tanks, and land disposal sites. GeoTracker portals retrieve and compile records from multiple SWRCB programs and other agencies. A number of sites within the planning area are recorded within these databases; most such sites are minor or fully remediated. The following subsections summarize the status of the three most substantial hazardous materials or waste sites in Truckee (Figure 4.9-1) as recorded in state databases.

Truckee Regional Park

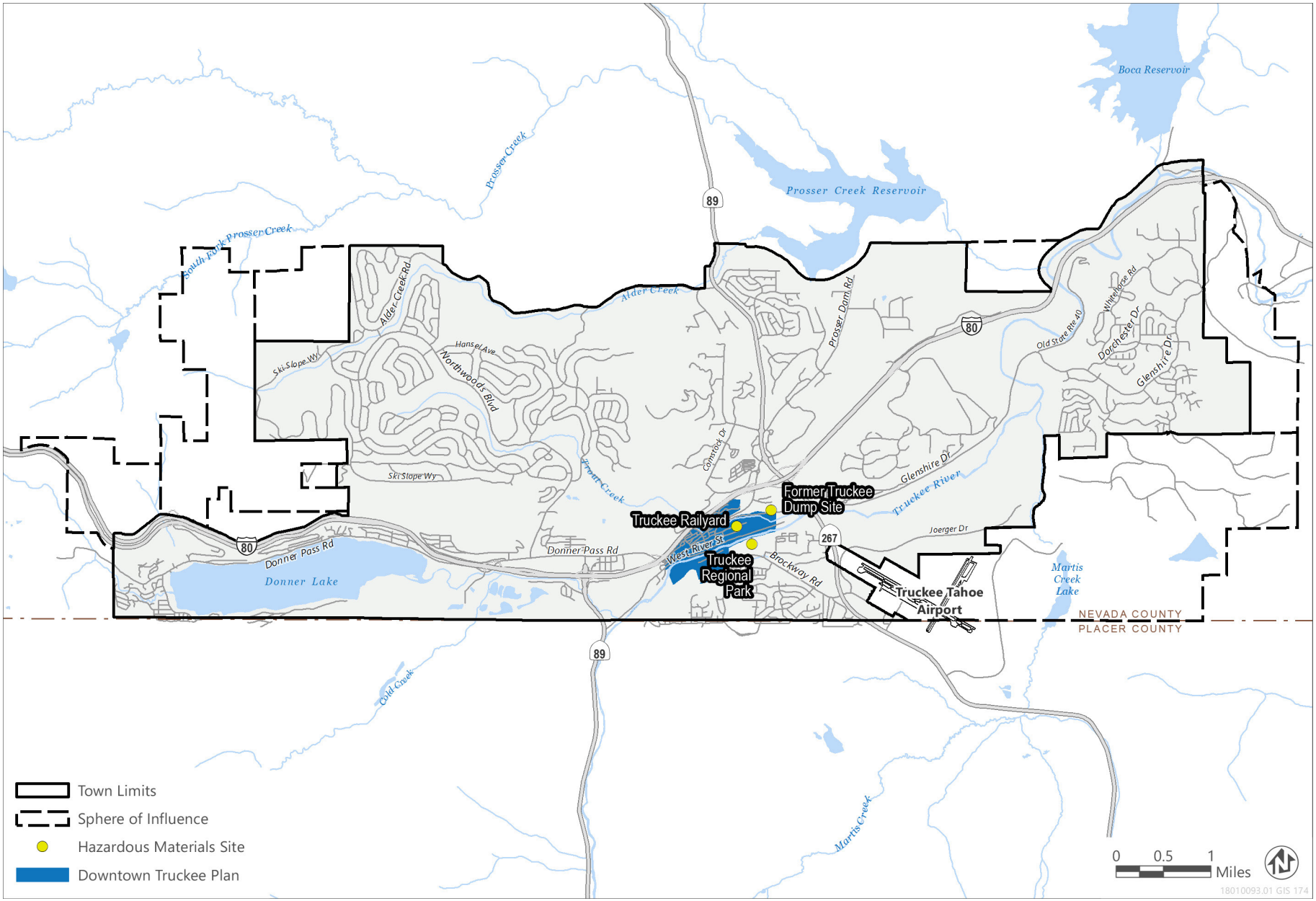
Truckee Regional Park is located north of Old Brockway Road and Estate Drive, adjacent to the Truckee River. It encompasses approximately 55 acres, including baseball diamonds, basketball courts, tennis courts, volleyball courts, an amphitheater, and parking areas. Approximately 17 acres of the park are located on the site of a former burn dump that operated from approximately the early 1940s to the late 1960s. It is identified by Assessor's Parcel Number 10-450-55. Between 2004 and 2009, subsurface investigations conducted at the site to characterize soil and groundwater conditions found levels of identified metals, pesticides, and dioxin/furans that pose a potentially unacceptable threat to human health and/or the environment as chemicals of concern. As for remediation, in 2009, approximately 5,000 cubic yards of soil and burn dump wastes containing chemicals of concern above remedial goals were excavated, consolidated, and capped within a 1-acre area. Intermittent maintenance occurs as part of the site's Operations and Maintenance plan (Truckee Sanitary District 2010).

Former Truckee Dump Site

The site, located just south of I-80, between Donner Pass Road and SR 267, is a former burn dump located on Federal land under the jurisdiction of the U.S. Forest Service. Approximately 19 acres have been cleaned up and transferred to Truckee for development of the Town's Corporation Yard. CalRecycle identifies this site in its Solid Waste Information System database as site 29-CR-0031. Burn dump waste from the remaining area has been excavated and placed into an on-site repository. The site now contains the Town's Corporation Yard, the Humane Society of Truckee Tahoe, and the Truckee Ranger District Office for the U.S. Forest Service.

Truckee Railyard Site

In 2008, an environmental impact report (EIR) was prepared for the Railyard Master Plan. As part of the EIR, soil sampling for various contaminants at the project site were conducted and a health risk assessment (HRA) was conducted for various parcels (Theater Parcel, Hotel Parcel, Balloon Track Site) included in the Railyard Master Plan area. The HRA for the Theater Parcel concluded that the risks for all receptors are at or below the level generally considered acceptable for non-cancer health hazards. The HRA for the Hotel Parcel concluded that the risks for all receptors are at or below the level generally considered acceptable for non-cancer health hazards. The sampling and analysis for the Balloon Track Site found that some soil samples from a few areas of the site contained concentrations of diesel- and oil-range petroleum hydrocarbons, polychlorinated biphenyls (PCBs), and some metals that exceed the screening criteria. The soil and groundwater site investigation report concludes that, depending on future site development plans, additional soil samples may be collected in some areas to support site development decisions.



Source: Adapted by Ascent in 2022.

Figure 4.9-1 Key Hazardous Materials Sites

The EIR for the Railyard Master Plan EIR included Mitigation Measure HAZ-1, which requires that existing contamination be remediated, or engineering controls and administrative controls are implemented, to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. Mitigation Measure HAZ-2 is also included in the EIR to ensure that construction workers are not exposed to hazardous materials or wastes during development of the site.

Hazardous Materials in Structural Building Components

Hazardous materials are commonly found in structural building materials. Older buildings can contain hazardous materials, such as asbestos, PCBs, lead, and mercury. Businesses that store, use, or handle hazardous materials at or above specified threshold amounts are required to prepare a hazardous materials business plan and submit it to the Nevada County CUPA.

Asbestos

"Asbestos" is a general name for a group of naturally occurring minerals composed of small fibers. Structures built or remodeled between 1930 and 1981 could contain asbestos-containing building materials (ACBMs), such as floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation, and fireproofing materials. Cal/OSHA and EPA define any material with 1 percent or more asbestos by weight as an ACBM. Buildings that contain ACBM are not necessarily a health hazard as long as ACBMs within the building remain in good condition and are not disturbed or damaged. Exposure to asbestos most often occurs during building demolition activities. Structures in the town built or remodeled between 1930 and 1981 could contain ACBMs.

Regulations formulated by Cal/OSHA restrict asbestos emissions from building demolition and renovation activities and specify safe work practices to minimize release of asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, and construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos; and require notice to Federal and local government agencies before building demolition or renovation activity that could disturb asbestos begin.

Polychlorinated Biphenyls

The manufacture and import of PCBs have been banned in the United States since 1978. Sources of PCBs include fluorescent light ballasts, electric transformers, and televisions, all of which are presumed to be present in Truckee. Such items are regulated as hazardous waste and must be transported and disposed of accordingly. DTSC classifies PCBs as hazardous waste when concentrations exceed 5 parts per million (ppm) in liquids or 50 ppm in nonliquids.

Lead

Lead is a highly toxic metal that was used in products found in and around residences. Lead exposure from paint is possible when paint peels or is removed, and lead can contaminate dust and soil. Construction workers can be exposed to airborne lead during demolition, renovation, or maintenance work. Although lead-based paints were banned from production in the 1970s, buildings in Truckee constructed before 1970 may still contain lead. In addition to residences, areas along older major roadways may contain aerially deposited lead, which could have been deposited from vehicle exhaust before 1996, when the sale of lead-based gasoline was banned.

Cal/OSHA standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, or renovation of structures with materials containing lead. Inspection, testing, and removal of lead-containing building materials must be performed by State-certified contractors who comply with applicable health and safety and hazardous materials regulations.

Mercury

Mercury is another toxic metal considered hazardous. It can be found in fluorescent light tubes and bulbs, thermostats, and other electrical equipment. If these items are disposed of in landfills, mercury could leach into the soil or groundwater. The mercury typically found in lighting tubes has been known to exceed regulatory thresholds and therefore must be managed in accordance with hazardous waste regulations. Mercury can also be present in

traps in the plumbing of older buildings where mercury-containing equipment has been used. Any items that contain mercury must be disposed of according to applicable hazardous waste regulations.

Household Hazardous Waste

Residential households are another source of hazardous materials. Truckee contracts with Tahoe Truckee Sierra Disposal (TTSD) for the collection, hauling, and processing of commercial and residential solid waste and recycling. The TTSD also administers the household hazardous waste (HHW) collection program. On selected dates and with an appointment, residential customers of TTSD can self-haul their HHW to the processing facility located at the Eastern Material Recovery Facility. TTSD maintains information on the types of HHW that can be processed. These wastes include paint, contaminated motor oil, contaminated gasoline, brake fluid, solvents, automotive chemicals, insecticides, herbicides, poisons, drain opener, oven cleaner, rug cleaner, ammonia, chlorine bleach, disinfectants, pool and spa chemicals, furniture polish, rubber cement, silver polish, tub/tile cleaner, toilet cleaner, pharmaceuticals, and syringes in rigid plastic containers.

Business Hazardous Waste

Commercial customers are not allowed to participate in the free residential self-hauling services offered by TTSD. However, commercial customers may make an appointment to self-haul hazardous materials to the Eastern Material Recovery Facility. Businesses that generate, store, or haul larger quantities of hazardous material must complete and submit a hazardous materials business plan to the Nevada County Health Department. The specific quantities of hazardous materials requiring a hazardous materials business plan are defined by CalEPA and discussed in the "Regulatory Setting" section, above.

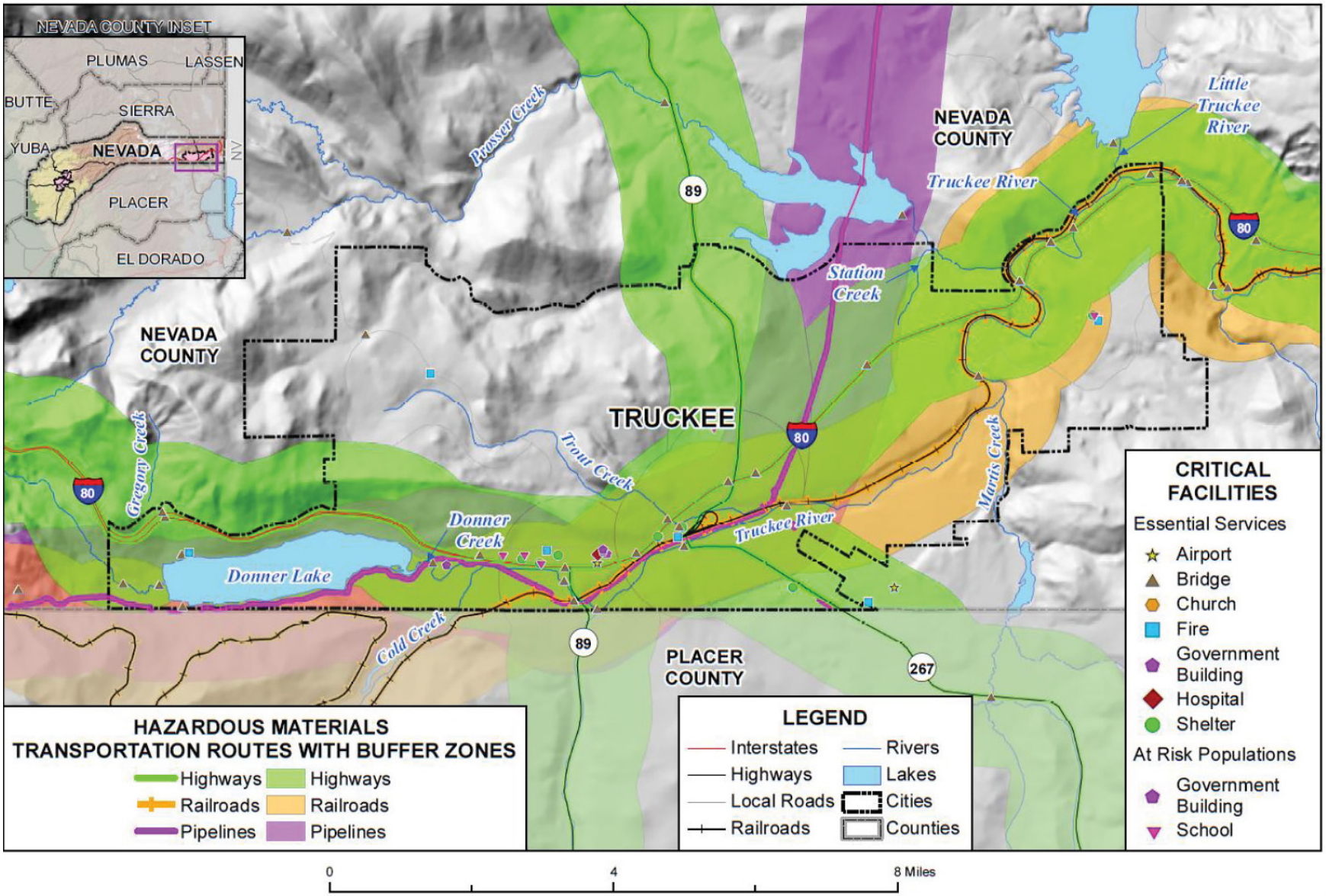
Cal OES keeps a database of hazardous material spill events. Between 2007 and 2018, Cal OES reports that the Town of Truckee had 145 incidents involving petroleum releases, 12 incidents of chemical releases, nine incidents involving hazardous material vapors, four incidents involving sewage, two incidents involving radiological material, and two incidents involving hazardous materials specified as "Other" (Cal OES 2019).

Hazardous Materials Transportation

The transportation of hazardous materials along major roadways, rail lines, and pipelines through Truckee poses risks for residents and structures, particularly those close to the various rights-of-way. As shown in Figure 4.9-2, I-80, the UPRR, and the Kinder Morgan petroleum pipeline are the three major transportation routes in Truckee. Together, they transport hazardous materials through the town. The UPRR line that runs through town is used to transport crude oil and other hazardous materials. Hazardous materials make up 7 percent of all commodities being transported by the railroad. Approximately 25 trains pass through the town over a 24-hour period. As noted in the NCLHMP, an accidental release of hazardous material is most likely to occur within the I-80 corridor because of the winding character of the interstate and the snow and ice that make the corridor especially dangerous during the winter months. Because of the relatively remote location of Truckee, during a hazardous spill event, assistance from areas outside the town would be unavailable for 4 to 8 hours, and the spill site could be potentially unreachable in the winter months (Nevada County 2017a).

Table 4.9-1 lists all the recorded hazardous material incidents in Truckee associated with hazardous materials transport since 1973 according to the U.S. Pipeline and Hazardous Materials Safety Administration (PHMSA), as well as relevant details about the incidents, including the type of hazardous material involved, total quantity released, and mode of transportation used when the material was released.

Figure 4.9-2 identifies highways, railroads, and pipelines located in Truckee that transport hazardous materials, as well as a 2-mile buffer surrounding these highways, railroads, and pipelines in which people would potentially be at risk following a hazardous materials spill. Figure 4.9-2 also identifies all critical facilities in the town within the 2-mile buffer zone.



Data Source: National Pipeline Mapping System 2016, Nevada County, Cal-Atlas, NVBLM; Map Date: 3/2017.

Source: Nevada County 2017a.

Figure 4.9-2 Hazardous Material Transportation Routes

Table 4.9-1 Hazardous Materials Incidents in the Town of Truckee

Date of Incident	Incident Route	Mode of Transportation	Transportation Phase	Commodity Short Name	Quantity Released
10/12/1973	N/A	Highway	N/A	Gasoline	0 gallon
1/1/1976	N/A	Highway	N/A	Gasoline	260 gallons
11/28/1978	N/A	Highway	N/A	Gasoline	2,730 gallons
7/21/1980	N/A	Rail	N/A	Phosphoric acid solution	1 gallon
5/21/1986	N/A	Rail	N/A	Benzoyl chloride	0.12 gallon
4/15/1987	N/A	Highway	N/A	Toluene	1 gallon
7/1/1992	Eastbound I-80	Highway	In transit	Nitrogen – refrigerated	6,000 gallons
7/15/1998	Westbound I-80	Highway	In transit	Xylenes	5 gallons
5/24/2001	I-80 east of Yuba Gap	Highway	In transit	Hypochlorite solutions	1 gallon
6/19/2003	I-80	Highway	In transit	Hydrochloric acid	1 gallon
3/29/2005	Truckee Agricultural Station	Highway	In transit	Heptanes	350 gallons
11/12/2014	I-80, Milepost 183	Highway	In transit	Flammable liquids, not otherwise specified	10 gallons

Note: N/A = not available.

Source: U.S. Pipeline and Hazardous Materials Safety Administration 2018.

Based on analysis included in the NCLHMP, there are 52 facilities in Truckee within the 2-mile buffer zone shown in Figure 4.9-2. Notably, five schools are within this 2-mile buffer zone, as well as the Tahoe Forest Hospital, which is within 500 feet of I-80. The severity of impacts from a hazardous material spill within the 2-mile buffer zone depends substantially on the characteristics of the spill, including the type of material and the size of the spill, as well as external factors, such as weather. As noted in the NCLHMP, development in Truckee will continue within the 2-mile buffer zone, and the NCLHMP has designated the frequency of future hazardous material spills as occasional, which translates to between 1- and 10-percent chance of occurrence in the next year, or a recurrence interval of 11-100 years.

EMERGENCY EVACUATION ROUTES

In addition to the emergency operations plans described above, the Town has established standard evaluation routes. As shown in Figure 4.9-3, all evacuation routes lead from established neighborhoods to the highways.

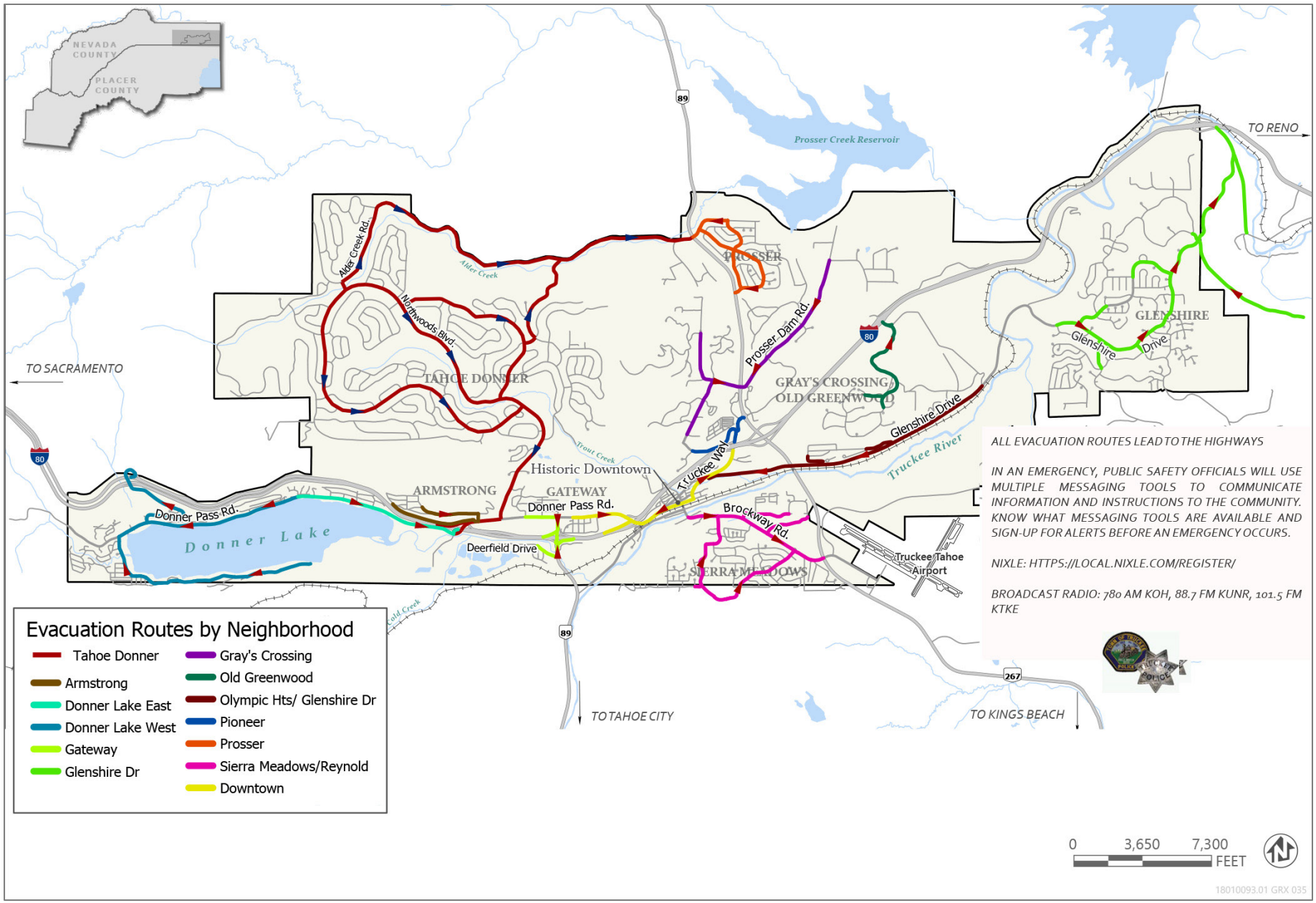
WILDFIRE

A wildfire, or wildland fire, is a fire that can occur in an area of combustible vegetation, such as grasslands, forests, or brushlands. Wildfires can begin from various natural causes, such as lightning, as well as human-induced causes, such as discarded cigarettes, powerlines, sparks from equipment, campfires, and arson.

Wildfires often begin unnoticed, spread quickly, and are usually signaled by dense smoke that may be visible from great distances.

Wildfire behavior is dependent on several factors that, when identified and assessed, can help determine future wildfire characteristics. The three factors listed below contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas (Nevada County 2017b):

- **Topography:** An area's terrain and land slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases because heat from a fire tends to rise through convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.



Source: Provided by Town of Truckee in 2020.

Figure 4.9-3 Primary Evacuation Routes

- **Fuel:** Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and can include dead tree leaves, twigs, and branches of dead, standing trees; live trees; brush; and cured grasses. Buildings and other structures, such as homes and other associated combustibles, are also considered a fuel source. The type of prevalent fuel directly influences the behavior of wildfire. Fuel is the only factor that is under human control. Because of fire suppression, vegetation has accumulated in certain heavily fueled areas to the east and south of the town. The presence of these high-fuel hazards, coupled with a greater potential for ignitions, increases the susceptibility of the town to a catastrophic wildfire.
- **Weather:** Components such as temperature, relative humidity, wind, and occurrence of lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will ignite more readily and burn more intensely. Thus, during periods of drought, the threat of wildfire increases. Wind is one of the most significant weather factors in the spread of wildfires. The greater a wind, the faster a fire will spread, and the more intense it will be. Wind direction can also play a role in the spread of wildfires. In addition to wind speed, wind shifts can occur suddenly as a result of temperature changes or the interaction of wind with topographical features, such as slopes or steep hillsides.

Wildfires can have serious and long-term effects on the local environment. In addition to removing vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and local water quality. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Exposed soils erode quickly and enhance siltation of rivers and streams, thereby enhancing flood potential, harming aquatic life, and degrading water quality. Lands stripped of vegetation are also subject to increased debris flow hazards. The more immediate effects of wildfires include decreased air quality in the areas where a wildfire occurs, which can cause serious health impacts on local populations.

As identified in the NCLHMP, some key factors specific to Nevada County can contribute to wildfire risk within and the areas surrounding the town (Nevada County 2017b). These include:

- overstocked forests, severely overgrown vegetation, and lack of defensible space around structures;
- excessive vegetation along roadsides and hanging over roads, fire engine access, and evacuation routes;
- drought and overstocked forests with increased beetle infestation or weakened and stressed trees; and
- increasing population density, leading to more ignitions.

As mentioned previously, the specific weather conditions and ecosystem in and around the town contribute to wildfire risk. Winters in Truckee are snowy and cold, while summers are cool to warm and dry, with occasional periods of intense thunderstorms. Primary precipitation in the Truckee area occurs during the winter months, usually between November and April. During non-drought years, the amount of precipitation can be very high, but El Niño and La Nina weather patterns, such as that experienced in winter 2015-2016, have the potential to result in annual precipitation rates that are much higher than normal. During periods of drought, the threat of wildfires increases. The Northern Sierra Nevada region continues to experience increases in average temperatures, changes in precipitation patterns, and significant loss in annual snowpack. As a result, the increased frequency and severity of droughts and decline in forest health are expected to increase wildfire risk within the region.

A key element in the town's physical character is the abundance of undeveloped open space areas and natural features, including Donner Lake, in the western part of the town, and the Truckee River, which runs through the town. Open space areas in Truckee are numerous and encompass relatively flat alluvial areas in the eastern part of the town and areas of steeper slopes and more varied terrain around Donner Lake, in the Tahoe Donner area, and north of I-80. As mentioned above, portions of the town with steeper slopes are at increased risk of wildfire impacts. Vegetation in the open spaces in and around the town consist primarily of Jeffrey pines and white fir with an understory containing mountain snowberry, tobacco bush, sage brush, and bitterbrush cover.

History

Fire history plays a major role in assessing the potential for a future wildfire to affect a community. Between 1940 and 2015, Truckee has experienced several fires entirely or partially within the town limits (Table 4.9-2). Figure 4.9-4 illustrates the location of these and other fires that have occurred entirely or partially within the town limits or in the Town's sphere of influence between in 1901 and 2017.

Table 4.9-2 Five Largest Historic Fires in or near the Town of Truckee, 1940–2015

Name	Date	Acres Affected[1]	Cause of Fire
Donner Ridge	August 1960	43,374	Debris
Martis	June 2001	14,126	Campfire
Hirschdale	August 1994	1,300	Equipment Use
Polaris	August 1978	387	Arson
No Name	1943	369	Unknown
Union Mill	August 1950	90	Railroad
Flash	September 1979	35	Arson

Notes: The fires occurred fully or partially in the town of Truckee.

1. Acres affected = total acreage.

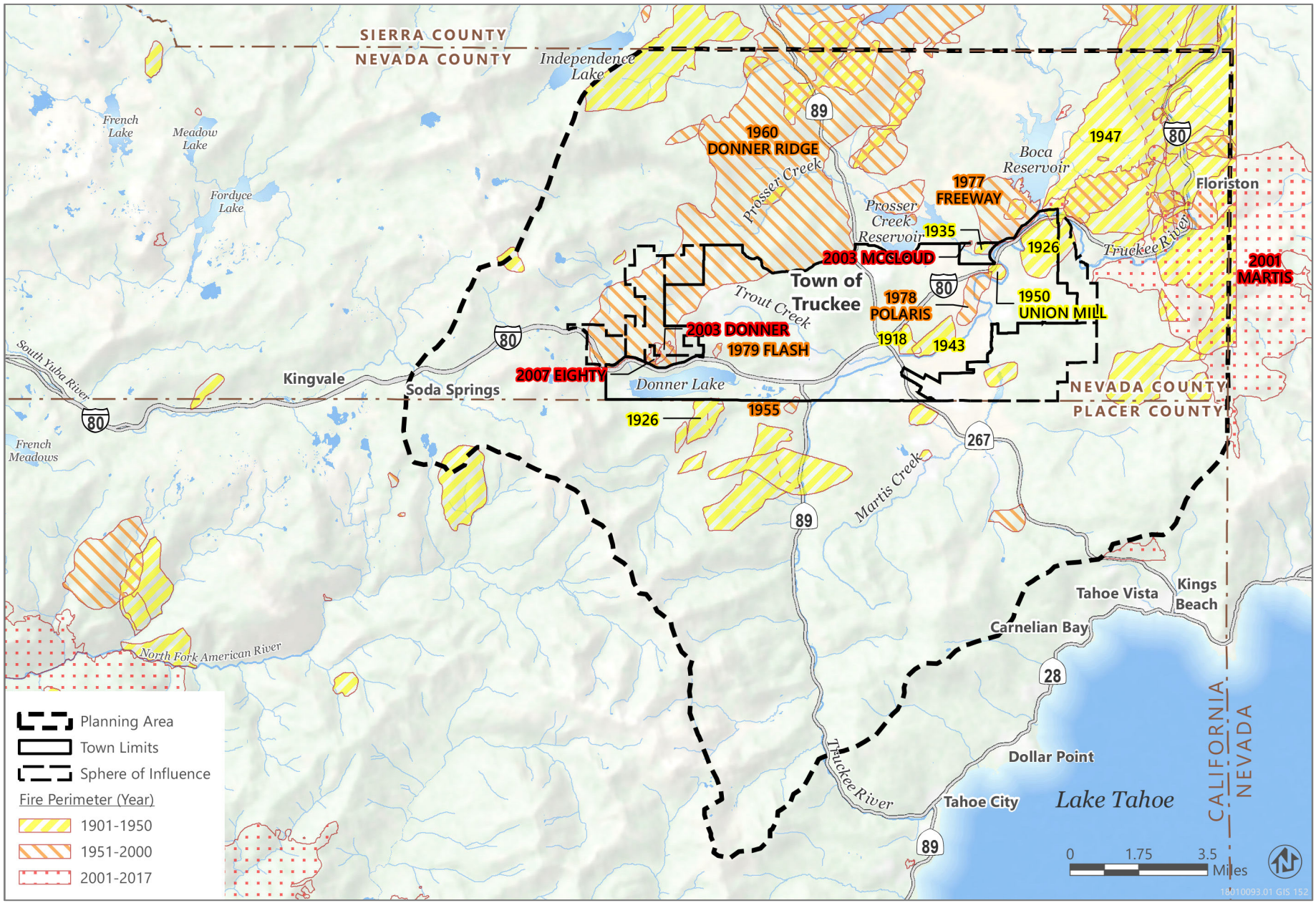
Source: CAL FIRE 2018a.

In 2010, Truckee experienced a fire near the Union Pacific Railroad (UPRR) line that runs through the town. It was caused by railroad workers using tools within a locomotive that generated sparks that ignited nearby vegetation. Preventive measures are now implemented by UPRR, including performing industrial inspections at work sites, providing advice on improving firefighting ability of workers, and managing vegetation along the rail line (Nevada County 2017a).

Location

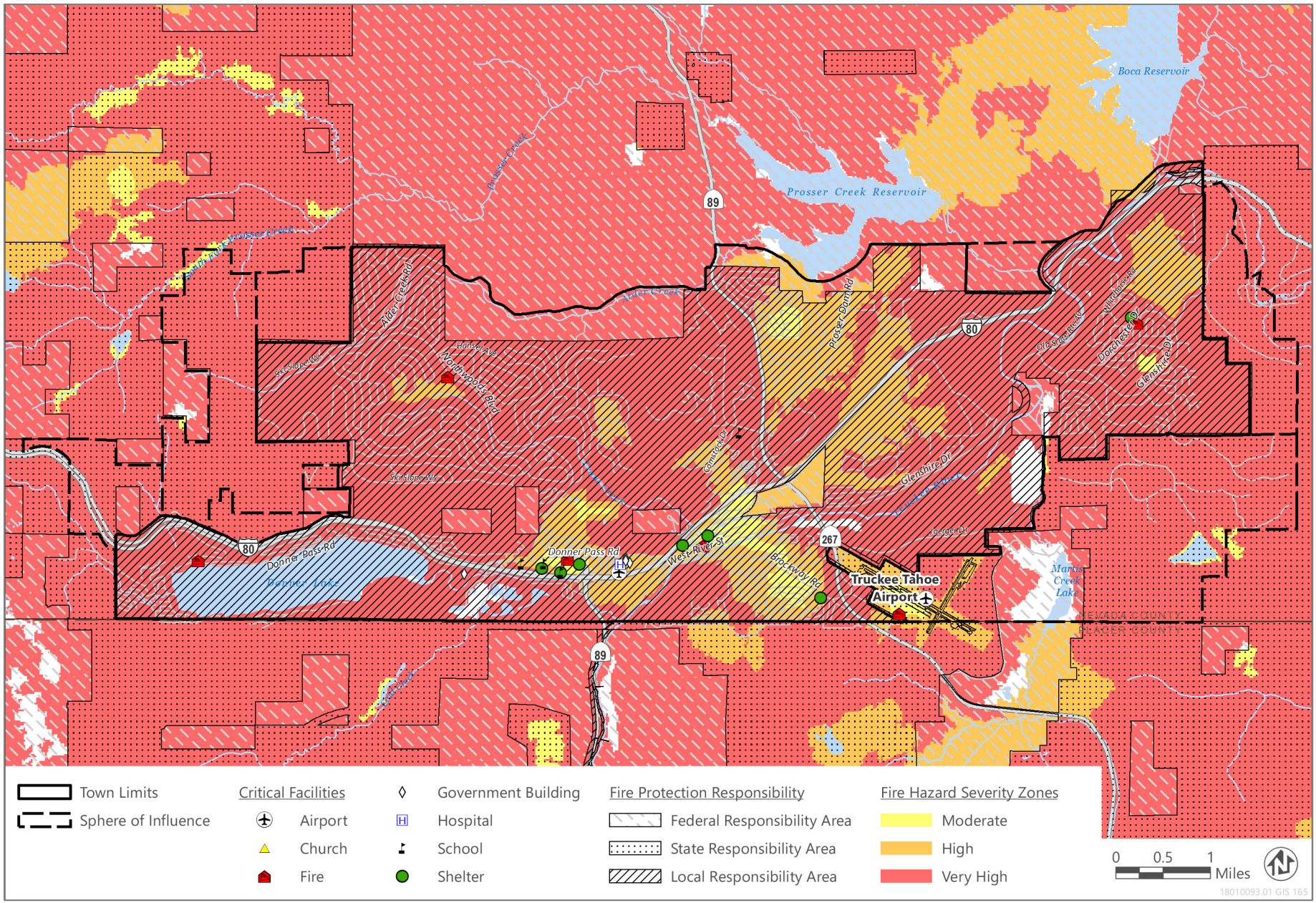
PRC Sections 4201–4204 and Government Code Sections 51175–51189 directed CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones, are represented as Very High, High, or Moderate. The classification of a zone as a Moderate, High, or Very High FHSZ is based on a combination of how a fire would behave and the probability that flames and embers would threaten buildings. Zone boundaries and hazard levels are determined based on vegetation. The maps are divided into local responsibility areas (LRAs) and SRAs. LRAs generally include cities, cultivated agricultural lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and CAL FIRE under contract to the local government. The Town of Truckee and the TFPD currently have a Wildland Fire Agreement with CAL FIRE for the agency to provide fire protection for 6,800 acres with the Town of Truckee's LRA (CAL FIRE 2018b). "State responsibility area" is a legal term defining the area where the State has financial responsibility for wildfire protection. Incorporated cities and areas under Federal ownership are not included. The prevention and suppression of fires in all areas that are not SRAs are primarily the responsibility of Federal or local agencies.

Figure 4.9-5 illustrates the areas in Truckee at the highest risk of wildfires, as well as the location of critical facilities in the town and surrounding area. As shown in Figure 4.9-5, most of the town is within a Very High FHSZ; several critical facilities, including a government building, fire department facilities, bridges, and a school facility, are within this zone. As illustrated in Figure 4.9-5, 80 percent (12,256 acres) of the town is in a Very High FHSZ, 18 percent (3,571 acres) is in a High FHSZ, and 2 percent (495 acres) is in a Moderate FHSZ. Most of the area within the Town's sphere of influence is in a Very High FHSZ. Additionally, areas directly adjacent to the town limits that are under State or Federal responsibility are also within a Very High FHSZ. Based on information included in the NCLHMP, 9,271 residential parcels and 79 commercial parcels are located within a Very High FHSZ. According to the NCLHMP, the total value of land, structures, and contents in the Very High FHSZ in Truckee is approximately $5,938,800,196 (Nevada County 2017a).



Source: Data downloaded from CAL FIRE in 2018a.

Figure 4.9-4 Fire Perimeter Map



Source: Data downloaded from CAL FIRE in 2018b and the Town of Truckee in 2018.

Figure 4.9-5 Fire Hazard Severity Zones

The town includes historical, cultural, and natural resources at risk of wildfire. As mentioned above, with Donner Lake, the Truckee River, and some of its tributaries located within the town, local surface water quality is at risk from wildfires and their effect on both flooding and erosion. The open space and recreation areas in Truckee are also at risk of wildfire.

Probability of Future Events

The risk and severity of future wildfires in Truckee depends on a variety of factors, including the vegetation characteristics of areas in and around the town, climate conditions, and fire behavior. In 2016, TFPD adopted its CWPP, which included a risk analysis of areas served by the district, including the Town of Truckee. The current risk to property loss from wildland fires in the district has been classified as very high. This risk level is partially caused by a lack of intervention to control the accumulation of flammable vegetation in the WUI. As noted in the CWPP, wildfire risk is increased by residents who choose not to manage the vegetation surrounding structures on their properties, as well as by the rising number of renters in Nevada County and the town who do not have responsibility for vegetation management on their property. However, the TFPD does work closely with the Town on new construction plans to assess wildfire risk, reviewing plans for site access, grading, and brush removal (TFPD 2016). TFPD has established specific defensible space requirements for property owners undergoing the inspection and permitting process as part of TFPD Ordinance 02-2012.

As noted above, large portions of the town, including areas with critical facilities, are within a Very High FHSZ. As noted in the NCLHMP, future development in the town could occur in a Very High FHSZ, which would increase overall wildfire risk in the town. Overall, the probability of future wildfire events in Truckee remains high because most of the town is within a Very High FHSZ, due to the fact that Truckee is located in a mountain forested setting with substantial natural vegetation, and because of the anticipated future population growth and development within the town.

Wildfire risk and the probability of future wildfire events in Truckee are also exacerbated by the impacts of climate change on the local climate and ecosystem. As discussed in California's Fourth Climate Change Assessment, projected increases in temperature and decreases in snowpack related to climate change in the Sierra Nevada are likely to continue the trend in the growing size of stand-replacing fires and the increasing proportion of landscape affected by those fires (OPR, CEC, and CNRA 2018:33) and is likely to increase fire risk in the town.

4.9.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could result in hazards associated with release of hazardous materials, airport safety hazards, or interference with an adopted emergency response or evacuation plan.

The following reports and data sources document potential hazardous conditions within the plan area and were reviewed for this analysis: available literature, including documents published by federal, State, County, and City agencies; and review of applicable elements from the GPU. Project construction and operation were evaluated against the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts would occur.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts related to hazards and hazardous materials if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to hazards and hazardous materials, including wildfire. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Safety and Noise Element

GOAL SN-2: Wildfire Hazards. Protect lives and property from risks associated with wildfire.

- Policy SN-2.1: Defensible Space Implementation. Assist the Truckee Fire Protection District with implementation of defensible space requirements, including supporting inspections and enforcement to achieve defensible space on existing development.
- Policy SN-2.2: Fire Safety for New Development. Require new development to comply with fire safe regulations; demonstrate adequate ingress and egress for circulation and evacuation; and ensure adequate signing and building numbering, water supply, and building siting, setbacks, and fuel modification. Adequate compliance with these requirements shall be determined by the Fire Marshall. For development located in a very high fire hazard severity zone, CalFIRE review and approval is required to determine consistency with fire safe regulations, including adequate ingress and egress for evacuation.
- Policy SN-2.3: Development Review. Ensure that the development review process considers wildland fire risk, including assessment of both construction- and operation-related fire risks, particularly in Very High Fire Hazard Severity Zones. Collaborate with the Truckee Fire Protection District in reviewing fire protection plans and provisions in new development, including aspects such as emergency access, site design, and use of noncombustible building materials.
- Policy SN-2.4: Fire-Resistant Landscaping. Consider the feasibility of fire-resistant species in landscaping with new land use applications.

- **Policy SN-2.5: Remove Flammable Invasive Species on Public Lands.** Work with the Nevada County Department of Agriculture and other stewardship groups and public land managers to remove invasive and fire-spreading species (e.g., cheat grass) on public lands.
- **Policy SN-2.6: Cooperative Fuel Management.** Promote fire fuel reduction through cooperative fuel management activities in association with the Truckee Fire Protection District, the California Department of Forestry and Fire Protection (CAL FIRE), the US Forest Service, and other partners. Strategies may include reducing fuels on public lands and identifying and implementing opportunities for fuel breaks between developed areas and wildlands. Evaluate the use of biomass from fuel reduction efforts to produce heat, power, landscape materials, or other forest products.
- **Policy SN-2.7: Controlled Burns.** Continue to work with the US Forest Service, the Truckee Fire Protection District, and CAL FIRE on fuel clearing priorities such as controlled or prescribed burns and other measures. Shift the social perception on prescribed burns through social media, art, and school outreach and by keeping people informed in real time.
- **Policy SN-2.8: Reduction in Ignition Sources.** Assist with efforts by the Truckee Fire Protection District to reduce ignition sources and ignition potential (e.g., campfires, barbecues, chainsaws, smoking, electrical and power equipment).
- **Policy SN-2.9: Wildfire Mitigation Fee.** Work with Truckee Fire Protection District to pursue the development of a mitigation impact fee for future development that would fund additional fire protection operations within the town beyond what is provided by the Truckee Fire Protection District.
- **Policy SN-2.10: Siting New Essential Facilities Relative to Fire Hazard Zones.** Avoid siting new essential public facilities (including, but not limited to, hospitals and health-care facilities, emergency shelters, emergency command centers, and emergency communications facilities) in Very High Fire Hazard Severity Zones, unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval. Temporary facilities may be sited in Very High Fire Hazard Severity Zones when necessary to achieve public safety objectives.
- **Policy SN-2.11: Wildfire Hazard Awareness.** Support efforts to raise community awareness about wildfire hazards, risk reduction activities, and steps community members can take to improve wildfire safety.
- **Policy SN-2.12: Wildfire Smoke Education.** Educate residents about the health impacts of poor air quality from wildfire smoke through education and outreach, focusing on protection of vulnerable populations including youth and seniors.
- **Action SN-2.A: Fire Safe Regulations.** Update the Development Code to incorporate fire safe regulations that meet or exceed the State Minimum Fire Safe Regulations for all projects in Very High Fire Hazard Severity Zones.
- **Action SN-2.B: Reduction of Fuels on Public Land.** Work with the US Forest Service, CAL FIRE, the California Department of Parks and Recreation, and local public agencies, including the Truckee Donner Recreation and Park District, Truckee Sanitary District, Tahoe-Truckee Sanitation Agency, Truckee Tahoe Airport District, and other land managers to reduce fire fuels on their lands and to create and maintain fuel breaks to protect developed areas.
- **Action SN-2.C: Reduction of Ignition Sources.** Work with the US Forest Service, CAL FIRE, the California Department of Parks and Recreation, and local public agencies, including the Truckee Donner Recreation and Park District, to explore closure of certain public lands during high-risk conditions. Work with Truckee Fire Protection District to implement campfire and barbecue restrictions during fire season.
- **Action SN-2.D: Funding to Support Wildfire Risk Reduction**. Work with the Truckee Fire Protection District to pursue state and federal grant funds and/or develop a sustainable funding source to provide financial incentives or assistance for residential defensible space, home hardening, and fuels reduction work, particularly for lower- and moderate-income households.

- **Action SN-2.E: Fire-Adapted Landscaping and Revegetation Standards.** Update landscaping and revegetation standards to be fire-adapted, in coordination with the Truckee Fire Protection District, including requiring use of fire-resistant planting and prohibiting flammable landscaping plantings or materials storage in the structure ignition zone (e.g., within 0–5 feet of the structure).
- **Action SN-2.F: Forest Thinning Events.** Work with the US Forest Service, the Truckee Fire Protection District, and CAL FIRE to organize forest thinning events, such as cut-a-tree day, Christmas tree harvesting, and other community activities. Support efforts to develop local markets or applications for thinned materials (e.g., art, biomass, mulch).
- **Action SN-2.G: Fire Insurance.** Work with fire insurance providers to create incentives for property owners who have fire-proofed or flood-proofed their homes or businesses to ensure all residents and businesses have fire insurance.
- **Action SN-2.H: Fire Prevention Education Programs.** Continue to cooperate with the Truckee Fire Protection District, CAL FIRE, and the US Forest Service in creating and promoting fire prevention education programs, such as Firewise USA, to provide resources to residents and property owners on home hardening and vegetation management to reduce fuel loads and ignition sources near homes.

GOAL SN-3: Flooding. Reduce hazards associated with flooding.

Policy SN-3.7: Revegetation of Wildfire-Burned Areas. Encourage treatment of wildfire-burned areas by the Truckee Fire Protection District to control stormwater runoff prior to winter rains, particularly in areas prone to landslides. Promote planting and rapid regrowth of fire-resistant vegetation cover using best practices as soon as possible to prevent erosion, protect bare soils, and aid in control of stormwater runoff.

GOAL SN-6: Emergency Response and Disaster Recovery. Expand community preparedness and resilience to support effective response to emergencies, provide aid during a crisis, and repair and rebuild.

- **Policy SN-6.1: Town Leadership on Preparedness.** Ensure Town staff and departments demonstrate a readiness to respond to emergency incidents and events.
- **Policy SN-6.2: Vulnerable Populations.** Prioritize the needs of vulnerable and disadvantaged populations during emergency response and disaster recovery efforts.
- **Policy SN-6.3: Inclusive Emergency Planning.** Ensure emergency planning is representative of the diversity of Truckee and provides members of disadvantaged populations meaningful opportunities to engage in emergency planning efforts.
- **Policy SN-6.4: Evacuation Road Width.** Require any roads used for evacuation purposes to have sufficient unobstructed pavement.
- **Policy SN-6.5: Alternative Routes during Interstate 80 Closures.** Work with Caltrans to develop a comprehensive plan to address Interstate 80 winter weather gridlock and ensure appropriate emergency access routes.
- **Policy SN-6.6: Communication Technology.** Improve communication technology for streamlining transportation and emergency response. Collaborate with a diverse range of users to ensure communication is user-friendly and well understood.
- **Policy SN-6.7: Maintenance of Emergency Plans.** Maintain and regularly update the Town's emergency plans to respond to the changing needs and characteristics of the community and maintain eligibility for grant funding.
- **Policy SN-6.8: Education on Emergency Response and Evacuation.** Increase outreach to visitors, residents, and vulnerable populations on emergency response and evacuation processes, with a particular focus on low-income and non-English speakers to promote a culture of preparedness that empowers increased resilience to hazard-related events and a changing climate.
- **Policy SN-6.9: Regional Transportation Evacuation Planning.** Work with transit providers to integrate regional transportation evacuation plans into regional transit plans.

- **Action SN-6.A: Emergency Operations Plan.** Coordinate with other emergency response agencies to update the Emergency Operations Plan for Truckee by 2022 and every five years thereafter. Coordinate with agencies to implement measures, including response to fire, earthquake, blizzard, hazardous materials spills, and other disasters.
- **Action SN-6.B: Local Hazard Mitigation Plan.** Coordinate with Nevada County to update the Local Hazard Mitigation Plan (LHMP) in 2023 and every five years. Upon the next update of the LHMP, identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios and summarize and incorporate the LHMP by reference into the Safety and Noise Element.
- **Action SN-6.C: Community Wildfire Protection Plan.** Coordinate with the Truckee Fire Protection District to update the Community Wildfire Protection Plan in 2023 and every five years thereafter.
- **Action SN-6.D: Emergency Planning.** Work with community stakeholders and the Town's Office of Emergency Services to create a plan for extreme congestion and evacuation situations, using emerging technologies to improve traffic flow during extreme events.
- **Action SN-6.E: Emergency Preparedness Website.** Maintain a web page on the Town website that includes a list of agencies and contacts for emergency situations, information about emergency preparedness, and links to useful resources.
- **Action SN-6.F: Public Education on Emergency Preparedness and Response.** Support the efforts of the Department of Homeland Security, Truckee Fire Protection District, Truckee Police Department, Nevada County Office of Emergency Services, and other agencies to educate the public about emergency preparedness and response.
- **Action SN-6.G: Post-Disaster Rebuilding Ordinance.** Research and develop general rules and procedures and amend the Development Code to streamline the planning and permitting requirements for construction of temporary housing or permanent rebuilding activities following a major disaster, such as model emergency or urgency ordinances.
- **Action SN-6.H: Emergency Displacement Contingency Plans.** Coordinate with local, regional, or state agencies to develop contingency plans for meeting the short-term, temporary housing needs of those displaced during a catastrophic event.

GOAL SN-7: Human-Caused Hazards. Protect the community from hazards such as the harmful effects of hazardous materials and risks associated with operations at Truckee Tahoe Airport.

- **Policy SN-7.1: Hazardous Materials and Waste Use, Storage, and Transport.** Continue to coordinate with the Nevada County Environmental Health Department in the review of all projects that require the use, storage, or transport of hazardous materials and waste to ensure necessary measures are taken to protect public health and safety.
- **Policy SN-7.2: Household Hazardous Waste Disposal.** Continue to cooperate with Tahoe Truckee Sierra Disposal to facilitate opportunities for safe disposal of household hazardous waste and development of public education programs to help residents understand the importance of proper disposal of hazardous waste as climate conditions change.
- **Policy SN-7.3: Soils and Groundwater Remediation.** Support efforts to identify and remediate soils and groundwater contaminated with hazardous materials and to identify and eliminate sources contributing to such contamination.
- **Policy SN-7.4: Workplace Safety.** Encourage the effective implementation of workplace safety regulations and ensure that hazardous material information is available to users and employees.
- **Policy SN-7.5: Airport Land Use Compatibility.** Maintain land use and development patterns in the vicinity of Truckee Tahoe Airport that are consistent with the adopted Comprehensive Airport Land Use Plan, including setbacks and height requirements.

- **Policy SN-7.6: Airport Incident Reporting.** Monitor aviation-related incidents that impact the town and consult with the Truckee Fire Protection District and the Truckee Tahoe Airport District on potential safety and emergency response impacts resulting from increased airport operations.
- **Policy SN-7.7: Developer Cooperation with Airport District.** Require development applicants to work with the Truckee Tahoe Airport District and the Truckee Tahoe Airport Land Use Commission to ensure compliance with the Truckee Tahoe Airport Land Use Compatibility Plan.

GOAL SN-8: Noise. Minimize community exposure to excessive noise and maintain Truckee's peaceful mountain environment by ensuring that land uses are compatible with surrounding noise sources and levels.

- **Policy SN-8.16: Airport Land Use Compatibility.** When considering new development proposals in the vicinity of Truckee Tahoe Airport, enforce the noise compatibility criteria and policies set forth in the adopted Truckee Tahoe Airport Land Use Compatibility Plan.
- **Policy SN-8.17: Flyover Noise.** Support the efforts of the Truckee Tahoe Airport District to educate pilots about appropriate flight paths to minimize flyovers of residential neighborhoods, and other District efforts to monitor, minimize, reduce, and mitigate airport noise.
- **Policy SN-8.18: Future Airport Noise Exposure.** Cooperate with the Truckee Tahoe Airport District to coordinate long-range planning and land use regulations that minimize community noise exposure associated with airport operations while meeting Town goals concerning provision of housing and other uses.
- **Action SN-8.E: Amendment of Development Code for Airport Land Use Compatibility.** Review and amend the Development Code and the Town Building Code as necessary to be consistent with the noise policies and criteria of the Truckee Tahoe Airport Land Use Compatibility Plan.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan that specifically address hazards and hazardous materials, including wildfire.

ISSUES NOT DISCUSSED FURTHER

All potential hazards and hazardous materials issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.9-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Potential development under the GPU could result in more hazardous materials being transported, used, or disposed of within Truckee. This would result in the potential for exposure to hazardous substances. Hazardous material and waste transport, use, and disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. All hazardous waste would be transported, used, and disposed of in compliance with applicable federal and state laws and regulations, resulting in a **less-than-significant** impact.

Temporary increases in regional transportation, use, and disposal of hazardous materials and petroleum products commonly used at construction sites (such as diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals) could result in accidents or upset conditions that could create hazards to people and the environment. All hazardous materials would be stored, handled, and disposed of according to the manufacturers' recommendations and in compliance with federal, State, and local regulations.

Requirements regarding hazardous materials labeling, containment, and covering set forth by the SWRCB Construction General Permit (2009-009-DWQ) would also be implemented during construction. Projects would be

required to adhere to permit conditions and spill prevention plans prepared under SWRCB Construction General Permit to avoid spills and releases of hazardous materials and wastes and to address potential accidental release and clean-up. Pursuant to 40 CFR 112, an SPCC plan that identifies BMPs for spill and release prevention and provides procedures and responsibilities for rapidly, effectively, and safely cleaning up and disposing of any spills or releases would be established. BMPs include, for example, the designation of special storage areas and labeling, the use of containment berms, coverage from rain, and the use of concrete washout areas. As required pursuant to state and federal law, plans for notification and evacuation of site workers and nearby residents in the event of a hazardous materials release would be in place throughout construction activities.

In the longer term, development would be generally associated with sustained, expanded use of household hazardous materials (e.g., paints, cleaning supplies, solvents, and petroleum products). Many specific land uses (e.g., dry cleaners, gas stations, and certain industrial uses) could also involve routine transport, use, and disposal of certain hazardous materials and wastes unique to the land use. As explained further below, these activities are subject to a suite of established regulations that address the potential for impacts from the routine transport, use, and disposal of potentially hazardous materials. Under the GPU, it is expected that similar types of facilities would be developed as those that already exist within the Town of Truckee (see Section 4.9.2, "Environmental Setting," above), which would be similarly regulated.

Trucks transporting hazardous materials use many of the same freeways, arterials, and local streets as other traffic. This creates a risk of accidents and associated release of hazardous materials for other drivers and for people along these routes. The DOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the CFR. These standard accident and hazardous materials recovery training and procedures are enforced by the State and followed by private State-licensed, -certified, and -bonded transportation companies and contractors. Caltrans and other State agencies impose regulations through the Hazardous Waste Control Act (HSC Section 25100 et seq.), which regulates the identification, generation, transportation, storage, and disposal of materials deemed hazardous by the State of California. In California, any person who transports hazardous waste in a vehicle must have a valid registration issued by DTSC. The California Highway Patrol enforces hazardous material and hazardous waste labeling and packing regulations. These regulations prevent leakage and spills of material in transit and provide detailed information to cleanup crews in the event of an accident.

In addition to the routine transport of potentially hazardous materials on roadways, growth accommodated under the project could increase the potential for hazards associated with rail transport of crude oil and other hazardous materials, which is regulated by FRA and PHMSA. Rupture of train cars carrying crude oil is a safety hazard because the spilled material could explode if exposed to an ignition source. The transport of hazardous materials by rail is subject to requirements for handling, loading, and unloading, and the placement of placards to alert emergency response teams as to the contents of each car. FRA routinely inspects the facilities of shippers and railroads to ensure that all regulatory requirements are being met. These regulations minimize the potential for accidental releases during transport of hazardous materials and wastes.

During operation, businesses that store hazardous materials are required to prepare spill prevention, containment, and countermeasures plans (pursuant to 40 CFR 112) or, for smaller quantities, spill prevention and response plans, that identify BMPs for spill and release prevention and provide procedures and responsibilities for rapidly, effectively, and safely cleaning and disposing of any spills or releases. Oversight is provided by the CUPA. The operation of businesses that use, create, or dispose of hazardous materials is regulated and monitored by federal, State, and local regulations that provide a high level of protection to the public and the environment from the hazardous materials manufactured within, transported to, and disposed of within the region. Further, the GPU includes policies to continue to coordinate with the Nevada County Environmental Health Department in the review of all projects that require the use, storage, or transport of hazardous materials and waste to ensure that necessary measures are taken to protect public health and safety (Policy SN-7.1), encourage the effective implementation of workplace safety regulations and ensure that hazardous material information is available to users and employees (Policy SN-7.4), and continue to cooperate with Tahoe Truckee Sierra Disposal to facilitate opportunities for safe disposal of household hazardous waste and public education programs (Policy SN-7.2).

The routine transport, use, and disposal of hazardous materials are regulated by several federal, state, and local agencies that address hazards and potential chemical exposure to individuals employed in implementing projects under the GPU. These include the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and the Nevada County Office of Emergency Services. All hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations. These regulations are extensive and govern every aspect of handling and storage of hazardous materials at sites. Agencies routinely conduct compliance checks to ensure proper handling, storage, and disposal of these materials.

Because of the existing federal, State, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with the transport, use, and disposal of hazardous materials and wastes, there would be a **less-than-significant** impact with respect to these activities associated with buildout of the GPU and development pursuant to the Downtown Truckee Plan.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-2: 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

Hazardous material and waste transport, handling, use, storage, and waste disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. Moreover, project implementation is not anticipated to result in development with unique characteristics that would result in a significant hazard as a result of reasonably foreseeable upset or accident conditions. All hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations, resulting in a **less-than-significant** impact.

If improperly handled, hazardous materials can result in public health hazards through direct human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. The accidental or unauthorized release of hazardous materials can also pose immediate public health concerns (e.g., drinking water contamination). The health effects of hazardous materials exposure are influenced by the dose to which a person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility. Hazardous materials are governed by regulations that require proper storage and handling, business and environmental management plans, spill contingency plans, employee and public noticing, and other emergency preventive and response measures to minimize the risk of accidental releases and related environmental impacts.

Small fuel or oil spills would have a negligible impact on public health due to the properties of these materials and because they would be discrete, localized releases. Spills would be resolved in accordance with applicable regulations so that there would not be long-term exposure or potential for contaminant migration. Hazardous materials spills or releases, including petroleum products, such as gasoline, diesel, and hydraulic fluid, regardless of quantity spilled, must be immediately reported if the spill has entered or threatens to enter a water of the State, including a stream, lake, wetland, or storm drain, or has caused injury to a person or threatens injury to public health. Immediate notification must be made to the local emergency response agency, or 911, and the Governor's Office of Emergency Services Warning Center. For nonpetroleum products, additional reporting may be required if the release exceeds federal reportable quantity thresholds over a release period of 24 hours as detailed in HSC Section 25359.4 and Title 40, Section 302.4 of the CFR. Pursuant to Occupational Safety and Health Administration regulations (29 CFR Section 1910.120), standard accident training for cleaning small spills would be provided to all individuals prior to their work with hazardous substances, and the appropriate types and amounts of spill cleanup materials and personal protective equipment would be immediately available. Projects would be required to adhere to permit conditions and spill prevention plans prepared under SWRCB Construction General Permit to avoid spills and releases of hazardous materials and wastes and to address potential accidental release and clean-up. Pursuant to 40 CFR 112, an SPCC plan that identifies BMPs for spill and release prevention and provides procedures and responsibilities for rapidly,

effectively, and safely cleaning up and disposing of any spills or releases would be established. BMPs include, for example, the designation of special storage areas and labeling, the use of containment berms, coverage from rain, and the use of concrete washout areas. As required pursuant to state and federal law, plans for notification and evacuation of site workers and nearby residents in the event of a hazardous materials release would be in place throughout construction activities.

Temporary impacts relating to hazardous wastes could also occur if construction of development projects under the GPU were to affect sites of known localized contamination or inadvertently disturb previously unknown areas where hazardous materials or wastes have been released or dumped in a manner that could agitate and/or (re)release hazardous materials into the environment, exposing construction workers or nearby sensitive receptors to hazardous conditions. Hazardous materials potentially encountered during demolition of existing structures and project construction could include asbestos, lead-based paint and other coatings, aerially deposited lead, heavy metals, polychlorinated biphenyls, and vapor encroachment conditions.

In areas where redevelopment occurs, existing structures could be demolished. Demolition of existing structures could result in exposure of construction personnel and the public to hazardous substances. Construction workers and nearby employees and/or residents could potentially be exposed to airborne lead-based paint dust, asbestos fibers, and/or other contaminants because of demolition activities associated with redevelopment. Demolition of structures could result in inadvertent release or improper disposal of debris containing potentially hazardous materials; however, federal, State, and local regulations have been developed to address potential impacts related to the handling and disposal of hazardous materials during demolition. Potential impacts would be minimized through adherence to regulatory standards that prescribe specific methods of material characterization and handling.

Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Public Health. Demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Prior to demolition, all structures would be tested for the presence of lead and asbestos-containing materials, in accordance with 15 U.S. Code Section 2601 et seq. and 40 CFR Part 763, Subpart G. Any asbestos would be removed and disposed of by an accredited contractor in compliance with federal, State, and local regulations (including the Toxic Substances Control Act and the National Emission Standard for Hazardous Air Pollutants). For the purposes of compliance with Cal/OSHA regulations, all coated surfaces would be assumed to potentially contain lead. Spent fluorescent light bulbs and ballasts, thermostats, and other electrical equipment may contain heavy metals, such as mercury, or polychlorinated biphenyls. If concentrations of these materials exceed regulatory standards, they would be handled as hazardous waste in accordance with hazardous waste regulations.

Grading and excavation activities may expose construction workers and the public to hazardous substances present in the soil or groundwater that are not anticipated based on information about existing site conditions. These construction activities could inadvertently disperse contaminated material into the environment and expose construction personnel to potentially hazardous conditions. For example, dewatering activities during project construction could accelerate the migration of contaminated groundwater or could discharge contaminated groundwater to surface waters. Potential hazards to human health include ignition of flammable liquids or vapors; inhalation of toxic vapors in confined spaces, such as trenches; and skin contact with contaminated soil or water. These risks would be greatest for construction workers; however, it is possible that the nearby public could be affected if the contaminated materials are of a sufficient volume.

The Town requires project applicants to submit an Environmental Application form that identifies known environmental hazards. The Town also coordinates with state agencies to identify whether a site has had prior underground tanks or other industrial uses that could result in hazardous materials on or below the ground surface. In addition, a common practice that is typically required by lending institutions when properties change hands is for a Phase I ESA to be prepared to research and disclose the prior uses of the site and the likelihood that residual hazardous materials and/or waste might be present in underlying soil and/or groundwater. If a Phase I ESA indicates the presence or potential presence of contamination, a site-specific Phase II ESA is generally conducted to test soil and/or groundwater. Based on the outcome of a Phase II ESA, remediation of contaminated sites under federal and State regulations may be required prior to development. Any transport of hazardous wastes required during remediation would occur in accordance with the regulations described in Impact 4.9-1. Moreover, hazardous

contaminated soils would be removed and disposed in accordance with California Health and Safety Code Chapter 6.5, Division 20, California Administration Code, Title 22, 29 Code of Federal Regulation 1910.120, Nevada County Building Department, and current Uniform Building Code. Through GPU Policy SN-7.3, the Town would support efforts to identify and remediate soils and groundwater contaminated with hazardous materials, and to identify and eliminate sources contributing to such contamination.

GPU implementation could result in increased urbanization of transportation corridors. Construction and operation of land use projects adjacent to new roadway segments would not increase the hazard associated with operation of highways and railroads but could increase the number of people potentially exposed to hazardous conditions. For example, future development associated with the Downtown Truckee Plan could occur near existing rail infrastructure. Standard safety procedures would result in evacuation of these individuals immediately following derailment of a railcar carrying flammable liquid or gas, while standard response to release of other potentially hazardous materials (e.g., organophosphates, fertilizers) is to shelter in place. Contemporary building standards require construction of residences that are sufficiently contained (e.g., with doors and windows that seal) to allow sheltering in place to occur without substantial potential for harm to residents. Regulations are in place through which the railroads would address the potential hazards associated with unauthorized use or pedestrian crossing of the track, any changes to volume of train transport that may indirectly result from the project, and any necessary changes to the speed of travel on segments of track adjacent to areas where changes in land use occur.

As discussed in Impact 4.9-1, above, hazardous material and waste transport, handling, use, storage, and waste disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. Compliance with these regulations would effectively minimize hazards associated with the routine use, transport, or disposal of hazardous materials. Moreover, although there is potential for additional industrial development under the GPU, project implementation is not anticipated to result in development with unique characteristics that would result in a potential for a reasonably foreseeable upset or accident conditions that would present a significant hazard in light of compliance with existing regulations.

During operation, businesses that store hazardous materials could potentially experience accidents or upset conditions that result from their routine use. These businesses are required to prepare spill prevention, containment, and countermeasures plans (pursuant to 40 CFR 112) or, for smaller quantities, spill prevention and response plans, that identify BMPs for spill and release prevention and provide procedures and responsibilities for rapidly, effectively, and safely cleaning and disposing of any spills or releases. Oversight is provided by the CUPA. As discussed above, the severity of potential effects varies with the activity conducted and the concentration and type of hazardous materials involved; however, most minor spills would be remediated immediately pursuant to the requirements and liabilities of applicable regulations and would not pose a substantial hazard to the public or the environment. The possible adverse effects on the public or environment from these and other activities would more likely be acute (immediate, or of short-term severity) as a result of short-term exposure. The operation of businesses that use, create, or dispose of hazardous materials is regulated and monitored by federal, State, and local regulations that provide a high level of protection to the public and the environment from the hazardous materials manufactured within, transported to, and disposed of within the region. Further, the GPU includes policies to continue to coordinate with the Nevada County Environmental Health Department in the review of all projects that require the use, storage, or transport of hazardous materials and waste to ensure that necessary measures are taken to protect public health and safety (Policy SN-7.1), encourage the effective implementation of workplace safety regulations and ensure that hazardous material information is available to users and employees (Policy SN-7.4), and continue to cooperate with Tahoe Truckee Sierra Disposal to facilitate opportunities for safe disposal of household hazardous waste and public education programs (Policy SN-7.2).

As discussed above, all projects would comply with federal, State, and local regulations that are designed to reduce the potential for the release of large quantities of hazardous materials and wastes into the environment to an acceptable level. Because of the existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with these activities, there would be a **less-than-significant** impact related to a hazard to the public or the environment from upset and accident conditions involving the release of hazardous materials associated with buildout of the GPU and development pursuant to the Downtown Truckee Plan.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-3: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School

While development under the GPU could occur within one-quarter mile of a school and could expose schools to hazardous materials or wastes, such substances are regulated by federal, state, and local laws that would ensure these materials are controlled and that exposures are minimized, resulting in a **less-than-significant** impact relating to the risk of hazardous material or waste exposure within one-quarter mile of a school.

Truckee is home to two elementary schools, Glenshire Elementary School and Truckee Elementary; Alder Creek Middle School; Truckee High School; a public charter school, Sierra Expedition Learning Academy (grades K-8); and a private charter school, Forest Charter (grades K-12). There is also a continuing education school for students to achieve their Graduate Equivalency Degree, Sierra Continuation High School. Children are particularly susceptible to long-term impacts from emissions of hazardous materials, including those from high-volume motor vehicle travel on roadways near schools. The potential effects on sensitive land uses, including schools, associated with potentially hazardous emissions from stationary sources and exposure to air contamination related to roadways is addressed in Section 4.3, "Air Quality."

In general, there is little potential for conflict between schools and hazardous substances associated with industrial uses because most schools within the Truckee Unified School District are not located within one-quarter mile of industrial uses. However, Alder Creek Middle School is at the intersection of Alder Drive and SR 89, which is within one-quarter mile of Pioneer Commerce Center, an industrially zoned site. Additionally, all the schools within Truckee are within one-quarter mile of either residential or commercial uses or both and could, therefore, be exposed to hazardous materials associated with these uses. Moreover, with the proposed increased intensity of development under the GPU, schools may be exposed to more hazardous materials either through use or transport as the GPU is built out.

Any new commercial or industrial operations in proximity to existing schools would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials. As discussed in detail above, compliance with existing regulations would reduce the exposure to potential hazards associated with these land uses. Further, any future projects that would generate emissions or involve the handling of extremely hazardous materials, substances, or waste within one-quarter mile of an existing school would notify the affected school district (pursuant to PRC Section 21151.4).

For any new schools that may be developed, the California Education Code, including Education Code Section 17213(b), establishes requirements for assessments and approvals that address the potential for existing contamination on the site, and whether nearby land uses might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials. Assessment of existing contamination is conducted in coordination with DTSC's School Property Evaluation and Cleanup Division, which is responsible for assessing, investigating, and cleaning up proposed school sites. This division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy a new school. All proposed school sites that receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight

As described under Impact 4.9-1, above, users of hazardous materials are subject to federal, state, county and local laws which ensure that hazardous material use, emission and transportation are controlled to a safe level. The combination of regulations described in previous sections, and GPU Policies SN-7.2 and SN-7.2 related to hazardous materials use, storage, transport, and disposal would ensure that the risk to schools of hazardous materials or emissions would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-4: Be Located on a Site Which Is Included on a List of Hazardous Materials Sites Compiled pursuant to Government Code Section 65962.5 and, As a Result, Would It Create a Significant Hazard to the Public or the Environment

The town contains several identified hazardous materials handling and waste sites. Under the GPU, development could occur on or near these sites, or in other areas where hazardous wastes exist that have not been previously identified. However, existing federal, state, and local laws and regulations pertaining to removal and disposal of contaminated soil, would protect new development activities from exposure to hazardous waste and result in a **less-than-significant** impact.

Throughout the policy area, there are many sites where historical releases of hazardous materials or wastes have occurred; these are listed in environmental databases pursuant to Government Code Section 65962.5. These sites range from small releases that have had localized effects on private property and have already been remediated to large-scale releases from long-term historical industrial practices that have had wider ranging effects on groundwater. Three key sites are discussed above in Section 4.9.2, "Environmental Setting," and shown on Figure 4.9-1. These sites are located in the general vicinity of the Downtown Truckee Plan and development could occur on or near these sites. Two of these sites, Truckee Regional Park and the former Truckee Dump site, have been remediated. Because some contamination remains onsite, future development would be subject to applicable land use restrictions. Remediation of the Truckee Railyard Site would occur as part of development of the Railyard Master Plan. This analysis does not provide a comprehensive evaluation of all known hazardous release sites because this is a program-level document for a plan with a 20-year horizon. Further, because the precise locations of future land use are unknown, an evaluation of the potential for specific sites of known contamination within the policy area to be affected by project activities cannot be conducted at this time.

The Town requires project applicants to submit an Environmental Application form that identifies known environmental hazards. The Town also coordinates with state agencies to identify whether a site has had prior underground tanks or other industrial uses that could result in hazardous materials on or below the ground surface. In addition, as discussed above in Impact 4.9-2, a common practice that is typically required by lending institutions when properties change hands is for a Phase I ESA to be prepared to research and disclose the prior uses of the site and the likelihood that residual hazardous materials and/or waste might be present in underlying soil and/or groundwater. For subsequent projects undertaken pursuant to the GPU and Downtown Truckee Plan, the Environmental Application form and/or Phase I ESA would identify presence on a hazardous materials site. Coordination of proposed construction with site remediation activities would avoid temporary effects, which could include potential localized spread of contamination; exposure of construction workers or the public to chemical compounds in soils, soil gases, and groundwater; exposure of workers, the public, and the environment to airborne chemical compounds migrating from the demolition or construction areas; potential accidents during remediation as a result of operational failure of treatment systems; and potential interference with ongoing remediation activities. Consequently, any development that would be initiated in an area where hazardous waste is present would be subject to remediation and appropriate regulatory action. Therefore, while development on or near documented hazardous materials release sites may occur, development would not be anticipated to create a significant hazard to the public or the environment through compliance with existing regulations and would result in a **less-than-significant** impact..

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-5: For a Project Located within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, within 2 Miles of a Public Airport or Public Use Airport, Would the Project Result in a Safety Hazard or Excessive Noise for People Residing or Working in the Project Area

The Truckee Tahoe Airport borders the policy area to the southwest, which could lead to airport noise and safety hazard exposure for people and workers within the town. However, the GPU contains specific goals and policies related to land use and airport safety planning to minimize any conflict, thereby resulting in a **less-than-significant** impact with respect to airport noise and safety hazards.

As described further in Section 4.13, "Noise," the Truckee Tahoe Airport Land Use Compatibility Plan was adopted in 2016 to prevent incompatible uses in areas of higher aircraft hazard potential. The plan identifies what types of land uses are allowed around the airport and is intended to protect the safety of people, property, and aircraft on the ground and in the air in the vicinity of the airport. The policies also protect the airport from encroachment by new incompatible land uses that could restrict operations. Structure replacement and infill development are generally permitted under airport land use compatibility plans (ALUCPs).

Public Utilities Code Section 21001 outlines the statutory requirements for ALUCPs, including referencing the Division of Aeronautics ALUP Handbook. The 1994 ALUP Handbook requires that when preparing an EIR for any project situated within an airport influence area (AIA) as defined in an ALUC compatibility plan (or, if a compatibility plan has not been adopted, a boundary within 2 miles of a public use airport is used), lead agencies shall utilize the California ALUP Handbook as a technical resource with respect to airport noise and safety compatibility issues. The California ALUP Handbook was most recently updated in 2011.

Additionally, California statutes (Business and Professions Code Section 11010; Civil Code Sections 1103 and 1353) now require disclosure for most residential real estate transactions, including new subdivisions, within 2 miles of an airport or within an ALUCP-defined AIA. The Caltrans Division of Aeronautics is also required to review proposals for acquisition of a school site by school districts that are situated within 2 miles of an existing or planned airport runway (Education Code Sections 17215 and 81033). Implementing agencies are responsible for analyzing compliance with ALUCPs as a part of their land use approval authority.

The Federal Aviation Administration (FAA) requires notice of proposed construction for projects located within 20,000 feet (less for runways under 3,200 feet in length) of a public use airport, and other projects that may pose a potential hazard for people residing or working in the project area, due to height, visual hazard, or the attraction of wildlife. Development projects associated with GPU would be subject to FAA evaluation, and the FAA would be notified of proposed development pursuant to Section 77.11 of the FAA regulations. The notification provides the basis for the FAA to evaluate the proposed development projects for obstruction hazards and potential hazards to air safety.

The Truckee Tahoe Airport abuts the policy area to the southeast. Consequently, workers or others within the policy area may be exposed to aircraft noise or hazards associated with operation of the airport. As discussed in Section 4.13, "Noise," the Truckee Tahoe Airport Land Use Compatibility Plan considers a maximum CNEL of 60 dB as normally acceptable for new residential land uses near the Truckee Tahoe Airport. As detailed in Chapter 3, "Project Description," the GPU would minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee Tahoe Airport.

Specifically, through Policy SN-7.5 the Town would maintain land use and development patterns in the vicinity of the Truckee Tahoe Airport that are consistent with the adopted Comprehensive Airport Land Use Plan, including setbacks and height requirements. Through Policy SN-7.6, the Town would monitor aviation-related incidents that impact the Town and consult with the Truckee Fire Protection District and the Truckee Tahoe Airport on potential safety and emergency response impacts resulting from increased airport operations. Policies SN-7.7 and SN-8.16 would require development applicants to work with the Truckee Tahoe Airport District and the Truckee Tahoe Airport Land Use Commission to ensure compliance with the Truckee Tahoe Airport Land Use Compatibility. Additionally, GPU Policy SN-8.17 would require coordination between development applicants and the Truckee Tahoe Airport District and Truckee Tahoe Airport Land Use Commission to ensure noise standards are met. GPU Policy SN-8.18 would initiate

cooperation with the Truckee Tahoe Airport District to coordinate long-term planning efforts to minimize noise exposure. GPU Action SN-8.E would support GPU policy implementation related to airport noise by amending the Development Code and Town Building Code to maintain consistency with the Truckee Tahoe Airport Land Use Compatibility Plan.

By maintaining land use and development patterns near the airport that are consistent with the Comprehensive Airport Land Use Plan, occupants of areas in areas near the airport would be protected from airport noise through setbacks prescribed in the plan or OSHA-established hearing protection requirements, or both. Other safety hazards associated with the airport would be minimized through monitoring aviation-related incidents and coordinating emergency response and prevention through the airport incident reporting required under Policy SN-7.6. As a result of these policies, implementation of the project would have a **less-than-significant** impact on safety and noise related to operation of the airport.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The project would increase the intensity of development in some pockets of the policy area and accommodate more growth, which could generate conflicts with existing adopted emergency response and evacuation plans by increasing traffic volume and decreasing the ratio of emergency response resources to residents. However, the GPU contains specific goals and policies related to emergency response and evacuation planning to minimize any conflict with such existing plans, and expressly calls for updating the plans to be compatible with growth, thereby resulting in a **less-than-significant** impact.

The Town of Truckee Emergency Operations Plan addresses the Town's responsibilities in emergencies associated with natural disaster, human-caused emergencies and technological incidents. It provides a framework for coordination of response and recovery efforts within the town in coordination and with local, State, and federal agencies. The plan establishes an emergency organization to direct and control operations during a period of emergency by assigning responsibilities to specific personnel. The Town's Emergency Operations Manager would facilitate the response. There are no formal evacuation routes established in the adopted plan because the appropriate routes could vary widely based on the emergency conditions. However, as depicted in Figure 4.9-2, the Town has established typical evaluation routes, which lead to Interstate 80, State Route 267, and State Route 89. In a specific emergency, the Town designates which routes will be used for evacuation and for emergency vehicle ingress and egress.

Construction associated with implementation of the proposed GPU would not likely hinder emergency response activities or physically interfere with established evacuation routes. Although construction activities could temporarily impair roadways used for emergency response and evacuation, standard construction procedures for development of a construction management plan would address these conditions and would develop alternative routes. Projects requiring encroachment permits for temporary construction activities in public roadways that could be used for emergency response or evacuation are required to prepare traffic mitigation plans that address traffic control during the period when project construction is occurring within the public right-of-way. Standard construction procedures provided in traffic mitigation plans to address temporary road closures that would be required during construction include notification of emergency responders. In addition, the GPU includes Policy SN-6.5, which would require the Town to work with Caltrans to develop a comprehensive plan during work closures on Interstate 80.

Buildout of the GPU would not cut off or modify existing evaluation routes in a manner that would impede emergency evacuation or response. The GPU would, however, create the opportunity for a higher intensity of development within the policy area and would accommodate additional population growth, which could affect the implementation of adopted emergency response and evacuations plans during disasters, such as the NCLHMP and Nevada County and Town of Truckee Emergency Operations Plans. The proposed GPU includes housing and economic strategies to accommodate 6,800 new persons, 2,800 new households, and 3,600 new jobs at buildout

(compared to the 2018 baseline). High density development could, in the event of an emergency such as a wildfire, result in more people using the same evacuation routes. The development would increase the number of people who may need to be rescued, rendered aid, and evacuated and the amount of property that may need to be protected. Implementation of emergency plans could be impaired if emergency plans are not properly updated to reflect changes in land use.

Recognizing the need to plan for adequate emergency response to protect existing and future development within the town, the Safety and Noise Element includes Goal SN-6, "Emergency Response and Disaster Recovery," that would expand community preparedness and resilience to support effective response to emergencies. Specific policies and actions that would be implemented under the GPU to achieve this goal include Policies SN 6.1 through SN-6.9 and Actions SN-6.A through SN-6.H. Policy SN-6.7, which commits the Town to maintain and regularly update the Town's emergency plans to respond to changing needs and characteristics of the community. Actions SN-6.A through SN-6.D establish specific coordination efforts with the County, Fire Protection District, community stakeholders, and other local, regional, and state agencies to update emergency preparedness and response plans. The Town would also continue to integrate a regional transportation evacuation plan into regional transit plans focused on reducing daily automobile trips through Policy SN-6.9. To facilitate implementation of the plans, the Town would increase outreach to visitors, residents, and vulnerable populations on emergency response and evacuation processes (Policy SN-6.8, Actions SN-6.E and SN-6.F). Specifically, Action SN-6.B would include coordination with Nevada County to update the NCLHMP with evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This work would inform the work under Action SN-6.D to create a plan for extreme congestion and evacuation situations. In addition, the GPU includes numerous policies intended to reduce the potential for an emergency condition related to the routine use or upset of hazardous materials, as described in Impacts 4.9-1 through 4.9-3, above; geologic hazards, as described in Section 4.7, "Geology and Soils," and wildfire, as described in Section 4.20, "Wildfire." The successful implementation of these policies and associated actions is anticipated to reduce the potential for emergency.

The above goal and associated policies and actions would reduce the potential for the GPU to conflict with an adopted emergency response plan or emergency evacuation plan because the GPU would specifically address emergency response and planning by updating emergency plans once the GPU is implemented. Existing, adopted emergency response plans would not be impeded by these updates, but would instead be made more robust and comprehensive, resulting in a **less-than-significant** impact on an adopted emergency response or evacuation plan.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.9-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

Implementation of the GPU would allow for growth in an area at risk for wildfires, increasing the risk of exposing project occupants and structures to a significant risk of loss, injury, or death involving wildland fires. Implementation of existing Federal, State, and local regulations and GPU policies and actions would reduce impacts associated with exacerbated wildfire risks, but not to a less-than-significant level. This impact would remain **significant and unavoidable**.

The proposed GPU would accommodate growth in Truckee in the form of residential development, commercial areas, industrial centers, schools, and civic uses. As shown in Figure 4.9-4, much of Truckee is subject to wildland fire hazards. Although most of the growth in the town would occur in existing developed areas, the growth has the potential to increase the threat of wildland fires on human populations and property because development may be located closer to and within Very High FHSZs. New growth and development in the town may expose additional people and structures to a significant risk of loss, injury, or death involving wildland fires. In addition, increased growth may result in an increased demand for fire protection services and increased demand on the existing water supply. In the event of a major wildlife fire, the availability of fire response staff or ability to maintain adequate response times, or infrastructure constraints, such as insufficient water supply, may also contribute to an increased risk of wildland fire hazards.

The increased risks in the town are particularly pronounced in certain parts of the community where homes are located in areas of dense vegetation and forestland and where steep slopes and other, similar conditions exist. Areas with steep slopes, such as those around Donner Lake, in the Tahoe Donner area, and in the open space areas north of I-80, have increased risk of wildfire impacts. Areas in the town with steep slopes are at increased risk of wildfire and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill.

In addition to potentially exposing people to loss, injury, or death and damage to property, development of areas susceptible to wildfire could exacerbate the fire risk by introducing anthropogenic (i.e., human-caused) influence into fire-prone open space. Human-caused wildfires tend to be generated by debris- and brush-clearing fires, electrical equipment malfunctions, campfire escapes, smoking, fire play (e.g., fireworks), vehicles, and arson.

As described in the TFPD CWPP, local governments can help reduce the effects of human development in areas of wildfire risk through proper land use management and zoning. Any development or redevelopment that occurs in a Very High FHSZ would be obligated to conform to the statutory and regulatory requirements discussed in 4.9.1, "Regulatory Setting." These include specific fire code requirements and fire-resistance measures required for new structures. As part of the Town of Truckee's Standard Condition for Fire Protection Services, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements in all areas of the district, and are consistent with Public Resources Code Section 4291 and Government Code Section 51182, discussed above. The provision of defensible space would create a separation zone between wildlands and structures.

The existing regulations, such as the California Building Code, Fire Code, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects (see "2040 General Plan Update Policies," above). For example, Policies SN-2.1 through SN-2.12, SN-3.7, and SN-6.1 through SN-6.7 and Actions SN-2.A through SN-2.H and SN-6.A through SN-6.H would further reduce impacts. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and post-disaster rebuilding ordinance. Policy SN-2.2, specifically, would require future development to comply with fire safe requirements. These policies would reduce the potential for uncontrolled spread of wildfire within the town.

Compliance with existing regulations and the GPU policies and actions would substantially reduce risks from wildland fires in Very High FHSZs by requiring specific design features for new development and by requiring that adequate emergency response is in place to serve new development when wildfires occur. In addition, compliance with existing regulations and the GPU policies and actions would reduce risk of wildfire, ignition, and the exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. As noted above, the GPU includes 12 unique policies intended to support the goal of reducing risks associated with wildfire. In addition, the GPU proposes eight actions (seven new and one ongoing) to manage the existing wildfire risk. These include updating the Development Code to meet or exceed the State Minimum Fire Safe Regulations for all projects in the Very High FHSZ (Action SN-2.A); working with state and local partners to actively reduce fuel, ignition sources, and risks (Actions SN-2.B, SN-2.C, SN-2.C, and SN-2.F); and updating landscaping standards to prohibit flammable landscaping materials (Action SN-2.E). These aspects of the GPU would substantially limit the potential for future development to exacerbate the existing wildfire hazard.

The implementation of the GPU policies and actions identified above and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," would reduce the risk of wildfire and the associated potential for exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. However, it cannot be concluded that wildland fire risks and the risks associated with wildfire smoke pollution would be reduced to less than significant in all locations for all future development within the town given the large

area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and the lack of precision regarding location of future development within the town. This impact would be **significant**.

For further discussion of risks associated with wildland fires, see Section 4.20, "Wildfire."

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce the potential to exacerbate wildfire risks but cannot be assumed to be sufficient to eliminate the potential to expose residents to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. There are no additional plan-level measures available that would address this potential. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects associated with the potential to exacerbate wildfire hazards; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

4.10 HYDROLOGY AND WATER QUALITY

This section identifies the regulatory context and policies related to hydrology and water quality, describes the existing hydrologic conditions at the project site, and evaluates potential hydrology and receiving water-quality impacts of the proposed Town of Truckee General Plan Update (GPU). Potential effects on the capacity of Town water-supply, sewer/wastewater, and drainage/stormwater facilities are addressed in Section 4.19, "Utilities and Service Systems." In addition, because Truckee2040 anticipates development to accommodate population growth over the planning horizon that could increase visitation outside of the policy area, including the Lake Tahoe Basin, potential effects on Lake Tahoe water quality area also described.

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding the effects of increased snow removal on water quality and the effects of development and increased visitation on the Truckee River, Donner Lake, and Upper McIver wetland respective to the potential for increased sedimentation and presence of aquatic invasive species that could be associated with the additional population. Commenters also expressed concern about the potential effects of groundwater withdraw, including potential effects on groundwater-dependent ecosystems. Surface water quality and groundwater basin sustainability are evaluated programmatically below.

4.10.1 Regulatory Setting

FEDERAL

Clean Water Act

The U.S. Environmental Protection Agency (EPA) is the lead Federal agency responsible for water quality management. The Clean Water Act (CWA) is the primary Federal law that governs and authorizes water quality control activities by EPA as well as the states. Various elements of the CWA address water quality. These are discussed below.

Water Quality Criteria/Standards

Pursuant to federal law, EPA has published water quality regulations under Title 40 of the Code of Federal Regulations. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the act, water quality standards consist of designated beneficial uses of the water body in question and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. As described in the discussion of State regulations below, the State Water Resources Control Board (SWRCB) and the nine regional water quality control boards (RWQCBs) have designated authority in California to identify beneficial uses and adopt applicable water quality objectives (WQOs).

Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that do not attain WQOs after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the State develop a total maximum daily load (TMDL) for each of the listed pollutants. The TMDL is the amount of the pollutant that the water body can receive and still comply with WQOs. The TMDL is also a plan to reduce loading of a specific pollutant from various sources to achieve compliance with WQOs. In California, implementation of TMDLs is achieved through water quality control plans, known as Basin Plans, of the State RWQCBs. See the discussion of plans and policies under "State" below.

CWA Section 404

In accordance with Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into waters of the United States. Waters of the United States and their lateral limits are defined in Title 33, Part 328.3(a) of the Code of Federal Regulations to include navigable waters of the United States,

interstate waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Any activity resulting in the placement of dredged or fill material within waters of the United States requires a permit from USACE. In accordance with Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredged or fill material must also obtain water quality certification from the appropriate RWQCB indicating that the project will uphold water quality standards.

CWA National Pollutant Discharge Elimination System

The CWA-established National Pollutant Discharge Elimination System (NPDES) permit program regulates municipal separate storm sewer system (MS4) discharges to surface waters of the United States. Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. All counties with storm drain systems that serve a population of 100,000 or more, as well as construction sites 1 acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels, and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator of a regulated MS4 (such as a city) to develop, implement, and enforce a program (e.g., best management practices (BMPs), ordinances, or other regulatory mechanisms) to reduce pollutants in post construction runoff to the city's storm drain system from new development and redevelopment projects that result in the disturbance of land greater than or equal to 1 acre. The Town of Truckee was designated as a regulated MS4 by the Lahontan RWQCB in 2006.

Regulated Floodplain

Floodplain Management Executive Order 11988 (May 24, 1977) directs all federal agencies to evaluate potential effects of any actions they may take in the floodplain and to avoid all adverse impacts associated with modifications to floodplains. It also directs federal agencies to avoid encroachment into the 100-year floodplain, whenever there is a practicable alternative, and to restore and preserve the natural and beneficial values served by the floodplains.

The Federal Emergency Management Agency (FEMA) oversees floodplain management and runs the National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968. FEMA prepares FIRMs that delineate the regulatory floodplain to assist local governments with land use and floodplain management decisions to meet the requirements of the NFIP. In general, the NFIP mandates that new development is not to proceed within the 100-year regulatory floodplain if the development is expected to increase flood elevation by 1 foot or more. Very limited development is allowed in designated 100-year floodways (i.e., flood flow channels and areas with sufficient directional flow velocity of 100-year floodwaters).

TAHOE REGIONAL PLANNING AGENCY

The Town of Truckee is not located in the Lake Tahoe Basin and is not under the jurisdiction of the Tahoe Regional Planning Agency. The Tahoe Regional Planning Agency (TRPA) is included in this discussion to address potential indirect effects that the GPU could have on Lake Tahoe. Late in the 1960s rapid development and lax regulatory standards in the Lake Tahoe Basin spurred the governors of California and Nevada to create the Joint California and Nevada Interstate Compact Commission in 1968 and to adopt the first Lake Tahoe Regional Planning Compact. This compact created the TRPA in 1969 and gave it broad powers, authorities, and responsibilities in the planning and regulation of the Lake Tahoe environment.

Because of the special conditions and unique circumstances of the Tahoe Region's natural ecology, development patterns, population, and human needs, TRPA was formed to guide orderly growth and protection of the Region's resources. The Tahoe Regional Planning Compact charged TRPA with identifying Environmental Threshold Carrying Capacities (standards necessary to achieve certain environmental and other values) and required TRPA to prepare and implement a Regional Plan to attain and maintain those threshold standards. Guided by the 15-member TRPA Governing Board representing both states, the federal government, and local jurisdictions, TRPA is charged with

adopting and amending threshold standards, the Regional Plan, and implementing ordinances that guide development in the Tahoe Region.

TRPA was designated as an areawide planning agency under Section 208 of the CWA in 1974. Under the Tahoe Regional Planning Compact, TRPA has established environmental threshold standards, goals and policies, and ordinances directed at protecting and improving water quality in Lake Tahoe and the Tahoe region. The focus of water quality enhancement and protection is to minimize the effects of human-made disturbances to the watershed and reduce or eliminate pollutants that result from existing and proposed development. The Tahoe Regional Planning Compact includes the following statements and direction related to water quality:

- The waters of Lake Tahoe are threatened with deterioration or degeneration, which endangers the natural beauty and economic productivity of the Region (Article (I)(a)(1));
- TRPA shall develop an enforceable land use plan for, among other purposes, the uses of water and other natural resources within the Region (Article (V)I(1));
- The Regional Plan shall provide for attaining and maintaining federal, state, or local water quality standards, whichever are the strictest, in the respective portions of the Region for which the standards are applicable (Article (V)(d)); and
- The Regional Plan shall, by ordinance, identify the means and time schedule by which water quality standards will be attained (Article (V)(d)).

Thresholds

The TRPA Governing Board adopted Resolution 82-11, which established water quality threshold standards for six indicator categories: (1) Lake Tahoe pelagic (deep) waters, (2) Lake Tahoe littoral (nearshore) waters, (3) tributaries, (4) direct surface runoff and stormwater discharge to surface waters, (5) stormwater discharge to groundwater, and (6) other lakes (i.e., lakes in the Tahoe Basin other than Lake Tahoe). Resolution 82-11 sets numerical and management standards for water quality. Some of these threshold standards are referenced to state standards, and in other cases, target reference conditions related to specific time periods are noted. The following value statements are used in setting the threshold standards and targets for water quality:

- Attain levels of water quality in the lakes and streams within the Tahoe Region suitable to maintain the identified beneficial uses of Lake Tahoe.
- Restrict algal productivity (rate of growth) to levels that do not impair beneficial uses or deteriorate existing water quality conditions in the Tahoe Region.
- Prevent degradation of the water quality of Lake Tahoe and its tributaries to preserve the lake for future generations.
- Restore all watersheds in the Tahoe Region so that they respond to runoff in a natural hydrologic function.

Code of Ordinances

The TRPA Code of Ordinances (TRPA Code) contains the requirements and standards intended to achieve water quality thresholds, and the goals and policies of the TRPA Regional Plan Chapter 60 of the TRPA Code is directed specifically at water quality protection. Chapters 80–85 of the TRPA Code contain provisions related to permissible uses, activities, and placement of structures within the shorezone (Table 4.10-1).

Table 4.10-1 Code Requirements Related to Water Quality Protection and Shorezone Structures

Code Section	Requirements
Chapter 33	Sets standards for grading and excavation.
Chapter 60.1	Sets discharge standards for runoff to surface water and groundwater.
Chapter 60.2	Sets requirements that new residential, commercial, and public projects completely offset their water quality impacts.
Chapter 60.3	Contains regulations pertaining to recognition of source water, prevention of contamination to source water, and protection of public health relating to drinking water.
Chapter 60.4	Sets standards for installation of BMPs for the protection or restoration of water quality.
Chapter 80	Sets forth findings that must be made by TRPA before approving a project in the shorezone.
Chapter 81	Identifies permissible uses and accessory structures in the shorezone.
Chapter 82	Sets requirements for maintenance, repair, or expansion of existing structures in the shorezone.
Chapter 84	Regulates the placement of new piers, buoys, and other structures in the shorezone to avoid interference with littoral drift; sets BMP compliance standards for new marinas or marina expansions; sets conditions for permittable filling and dredging activities; and sets standards for operation of motorized watercraft.
Chapter 85	Sets standards and policies for projects and activities in the backshore.

Note: BMP = best management practice.

Source: TRPA Code of Ordinances.

The Water Quality Management Plan for the Lake Tahoe Region

The Water Quality Management Plan for the Lake Tahoe Region (208 Plan) was prepared by TRPA in compliance with Section 208 of the CWA. The 208 Plan is considered a living document and includes by reference the most recent versions of TRPA's Best Management Practices Handbook, the Stream Environment Zone Protection and Restoration Program, and the Capital Improvements Program for Erosion and Runoff Control. The 208 Plan identifies pollution sources, control needs, and management practices to improve water quality. The 208 Plan management programs pertain to urban runoff and erosion, airborne nutrients, waste management, natural area management, and water quality issues in Lake Tahoe and the Shorezone. To determine if water quality goals are attained and maintained, water quality programs require continuous scientific monitoring of environmental conditions related to the threshold standards for pelagic Lake Tahoe, littoral Lake Tahoe, tributary streams, surface runoff, groundwater, land coverage, and Stream Environment Zones.

STATE

Porter-Cologne Water Quality Control Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants SWRCB and each of the nine RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the CWA. The Town of Truckee is under the jurisdiction of the Lahontan RWQCB. The SWRCB and the Lahontan RWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substances, sewage, or oil or petroleum products.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region. The Basin Plans must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that an RWQCB may include within its Basin Plan water discharge prohibitions applicable to conditions, areas, or types of waste.

Lahontan RWQCB Basin Plan

The Lahontan RWQCB is one of the nine RWQCBs in California. The nine RWQCBs maintain Basin Plans that include comprehensive lists of water bodies in each area, as well as detailed language about the components of applicable WQOs. The Lahontan RWQCB implements its Basin Plan for the Lahontan Region which recognizes natural water quality, existing and potential beneficial uses, and water quality problems. The Lahontan RWQCB also has regulatory authority to enforce the requirements of the CWA and the California Water Code. This includes the regulatory authority to enforce the implementation of TMDLs, the adoption of waste discharge requirements to ensure compliance with surface WQOs, and groundwater management. Under the Basin Plan, discharge of material to "lands within the 100-year floodplain" is prohibited, with the intent of protecting floodplain functions such as conveyance and storage, along with other hydrologic, geomorphic, biologic and ecologic processes such as groundwater recharge, floodwater filtration, sediment transport, spawning gravel replenishment, seed dispersal, and riparian vegetation maintenance (Lahontan RWQCB 2021). Exemptions to this prohibition may be granted on a case-by-case basis, as long as discharges (a) do not reduce or adversely affect the existing floodplain function, or (b) restore and/or improve previously impacted floodplain functions.

NPDES Construction General Permit for Stormwater Discharges Associated with Construction Activity

SWRCB adopted the statewide NPDES General Permit in August 1999, and it has been amended several times. The adopted order 2009-0009-DWQ was amended as 2010-0014-DWQ and 2012-0006-DWQ. The State requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. It must include BMPs designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

General Permit for Storm Water Discharges Associated with Industrial Activities

The General Permit for Storm Water Discharges Associated with Industrial Activities Order 2014-0057-DWQ (Industrial General Permit) was adopted by SWQCB in April 2014 and went into effect in July 2015 and was amended in 2018. The Industrial General Permit regulates stormwater discharges for specified categories of industries, which are identified by their Standard Industrial Classification Code. The permit requires that discharges comply with stringent requirements for the protection of receiving waters, including the elimination of unauthorized non-stormwater discharges, implementation of SWPPPs and BMPs, monitoring and reporting, and executing response actions when discharges exceed results. The Town would be required to file NOIs for facilities that would be subject to the Industrial General Permit, as applicable.

Water Code

The California Water Code is enforced by the California Department of Water Resources (DWR). The mission of DWR is "to manage the water resources of California in cooperation with other agencies, to benefit the state's people, and to protect, restore, and enhance the natural and human environments." DWR is responsible for promoting California's general welfare by ensuring beneficial water use and development statewide.

Groundwater Management

Groundwater Management is outlined in the California Water Code, Division 6, Part 2.75, Chapters 1–5, Sections 10750 through 10755.4. The Groundwater Management Act was first introduced in 1992 as Assembly Bill (AB) 3030 and has since been modified by Senate Bill (SB) 1938 in 2002, AB 359 in 2011, and the Sustainable Groundwater Management Act (SGMA) (SB 1168, SB 1319, and AB 1739) in 2014. The intent of the act is to encourage local agencies to work cooperatively to manage groundwater resources within their jurisdictions and to provide a methodology for developing a Groundwater Management Plan.

The SGMA became law on January 1, 2015, and applies to all groundwater basins in the state (Water Code Section 10720.3). By enacting the SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (Water Code

Section 10720.1). The Martis Valley Groundwater Basin (MVGB) was 'Medium' priority at the time, which was the threshold for SGMA compliance.

The SGMA outlines four basic requirements: (1) development of a Groundwater Sustainability Agency, (2) development of a Groundwater Sustainability Plan or development of an Alternative Submittal, (3) implementation of the specific plan and management to meet quantifiable sustainability objectives, and (4) reporting of the implementation activities. Pursuant to the SGMA, the Truckee Donner Public Utility District (TDPUD) submitted an Alternative Submittal to a Groundwater Sustainability Plan for approval by the DWR on behalf of MVGB and its local SGMA agencies including TDPUD, Northstar Community Services District, Placer County Water Agency, the Town of Truckee, Nevada County, and Placer County.

In early 2019, DWR undertook a review of basin prioritization. The outcome of the DWR process was that the MVGB was re-prioritized to 'Very Low' and was no longer required to comply with SGMA. The local SGMA agencies agreed to formally withdraw the Alternative Submittal from DWR consideration and to go back to the 2013 Martis Valley Groundwater Management Plan (GMP) framework, described below.

California Fish and Game Code Section 1602—Lake and Streambed Alteration

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying California Department of Fish and Wildlife (CDFW):

- substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation. A CDFW streambed alteration agreement must be obtained for any action that would result in an impact on a river, stream, or lake, as determined through the Lake and Streambed Alteration notification process.

Dam Safety Regulations

The Division of Safety of Dams within DWR is charged with the inspection of all dams if the height is more than 6 feet and it impounds 50 acre-feet or more of water, or if the dam is 25 feet or higher and impounds more than 15 acre-feet of water. Federally owned dams are exempted.

Lake Tahoe Total Maximum Daily Load

The Town of Truckee is not located in the Lake Tahoe Basin and is not subject to the Lake Tahoe TMDL. The Lake Tahoe TMDL is included in this discussion to address potential indirect effects that the GPU could have on the Lake Tahoe TMDL. The Lake Tahoe TMDL was developed in a partnership between the Lahontan RWQCB and Nevada Department of Environmental Protection to address the declining transparency and clarity of Lake Tahoe, which results from light scatter from fine sediment particles (primarily particles less than 16 micrometers in diameter) and light absorption by phytoplankton (algae). The addition of phosphorus and nitrogen to Lake Tahoe contribute to phytoplankton growth. Because fine sediment particles, phosphorus, and nitrogen are responsible for the decline in lake transparency and clarity, Lake Tahoe is listed under Section 303(d) of the CWA as impaired by the input of these three pollutants of concern. Based on California law, the Lahontan RWQCB has the obligation to implement and enforce the California Lake Tahoe TMDL through NPDES discharge permits (over which EPA has jurisdiction) issued to California government entities that include Placer and El Dorado Counties.

California's Lake Tahoe TMDL, dated November 2010 and approved by EPA in 2011, requires attainment of the California transparency objective for Lake Tahoe over a 65-year implementation period. California has identified Lake

Tahoe's lack of transparency as the primary basis for its impaired status under its Section 303(d) impaired water listings filed with EPA. The TMDL for Lake Tahoe identifies strategies for local, State, and federal jurisdictions around the lake to reduce fine sediment pollutant loads (as well as phosphorous and nitrogen pollutant loads) so that Tahoe's deep-water transparency can be restored. To comply with California's Lake Tahoe transparency standard, a Secchi disk would need to be visible 29.7 meters (97.4 feet) below the surface of Lake Tahoe on an average annual basis. The 97.4-foot deep-water transparency objective is the ultimate success criteria the TMDL is designed to achieve.

LOCAL

Martis Valley Groundwater Management Plan

TDPUD, Northstar Community Services District, and Placer County Water Agency prepared the Martis Valley GMP, which outlines the partner agencies' authority, physical setting including groundwater conditions, management goals and Basin Management Objectives, and implementation activities. The overall purpose of the Martis Valley GMP is to improve the understanding and management of the groundwater resource in Martis Valley and provide a framework for partner agencies to align policy and implement effective groundwater management programs.

Truckee Municipal Code (Development Code)

Title 11, Storm Water Ordinance

This title sets forth stormwater quality requirements to regulate the entry of pollutants and non-stormwater discharges into the Town stormwater conveyance system in compliance with the NPDES permit. Chapter 11.03, "Adoption of Best Management Practices," establishes BMPs for any activity, construction activity, operation or facility, which may cause or contribute to pollution or contamination of stormwater. Pursuant to Chapter 11.04, "Requirements for Construction Activities," persons requesting a grading or building permit demonstrate compliance with Town of Truckee Development Code, and, applicable permits, including, but not limited to, SWRCB's Construction General Permit; Industrial General Permit; SWRCB 401 Water Quality Certification; USACE Section 404 Permit; and CDFW 1600 Agreement.

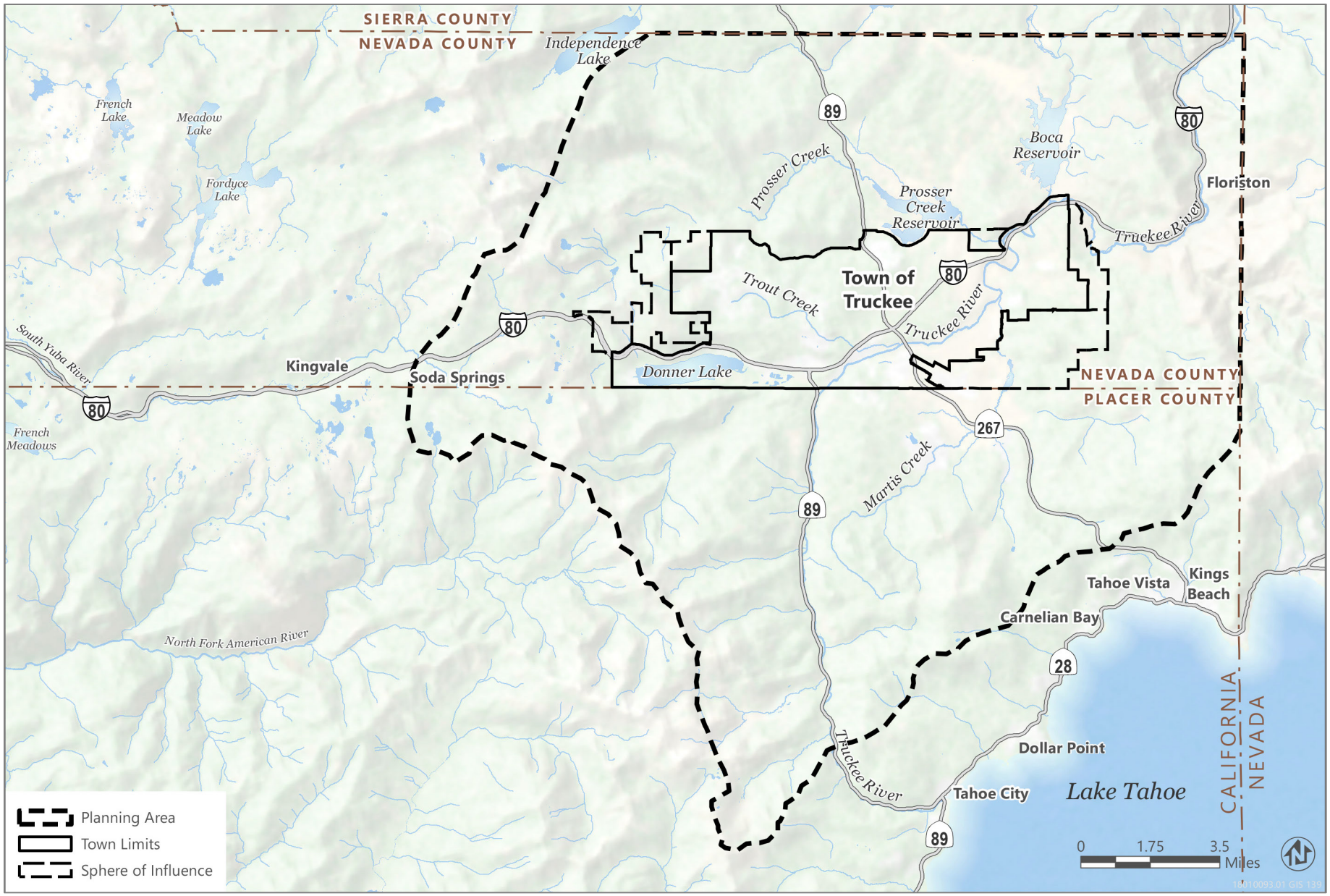
4.10.2 Environmental Setting

TRUCKEE CLIMATE

The Truckee Ranger station provides a monthly climate summary from 1904 to 2016 (WRCC 2022). The warmest month is July with an average maximum temperature of 82.3 degrees Fahrenheit (°F) and an average minimum temperature of 41.7 °F and the coldest month is January with an average maximum temperature of 39.2 °F and an average minimum temperature of 14.6 °F. The Truckee Ranger Station receives an average of 30.15 inches annual precipitation and an average of 201.8 inches annual snowfall which falls mostly in December through March (WRCC 2022). Precipitation during the summer is primarily from convection cell thunderstorms (Town of Truckee 2006a). The crest of the Sierra Nevada located to the west of the town causes a rain shadow which results in a dramatic variation in annual precipitation from west to east in the Truckee area (Town of Truckee 2006a).

TRUCKEE REGIONAL HYDROLOGY

The Truckee River originates at Lake Tahoe and flows over 105 miles north and east into Nevada where it terminates at Pyramid Lake (U.S. Department of the Interior 2018). Within Truckee, the Truckee River merges with Donner Creek, Martis Creek, Prosser Creek, Trout Creek, and Little Truckee River, as shown in Figure 4.10-1 (U.S. Department of the Interior 2016). Generally, streamflow in the Truckee River system is low in late summer and peaks during spring snowmelt (Lahontan RWQCB 2008). In addition to the Truckee River and its tributaries, several prominent water bodies lie within the Town's sphere of influence. Central to these are a series of reservoirs, created for water storage and controlled flows to lessen the impact of flooding in the region and further downstream. Table 4.10-2 includes a summary of the lakes and reservoirs within the Town of Truckee region.



Source: Data downloaded from Truckee in 2018 and USFS in 2017.

Figure 4.10-1 Hydrology Map

Table 4.10-2 Truckee Region Lakes and Reservoirs

Lake /Reservoir	Dam Owner	Dam Operator	Watershed Area (square miles)	Storage Capacity (acre feet)	High Water (elevation above sea level in feet)
Donner Lake (Truckee)	Truckee Meadows Water Authority	Truckee Meadows Water Authority	14.3	9,500	5,935
Prosser Reservoir (Nevada County)	US Bureau of Reclamation	US Bureau of Reclamation	32	29,800	5,703
Stampede Reservoir (Sierra County)	US Bureau of Reclamation	US Bureau of Reclamation	136	226,500	5,949
Boca Reservoir (Nevada County)	US Bureau of Reclamation	Washoe County Water Conservation District	172	41,110	5,609
Martis Creek Reservoir (Placer County)	US Army Corps of Engineers	US Army Corps of Engineers	42.7	20,391	5,808
Independence Lake (Sierra/Nevada Counties)	Truckee Meadows Water Authority	Truckee Meadows Water Authority	8	18,300	6,950

Source: Data provided by the Town of Truckee.

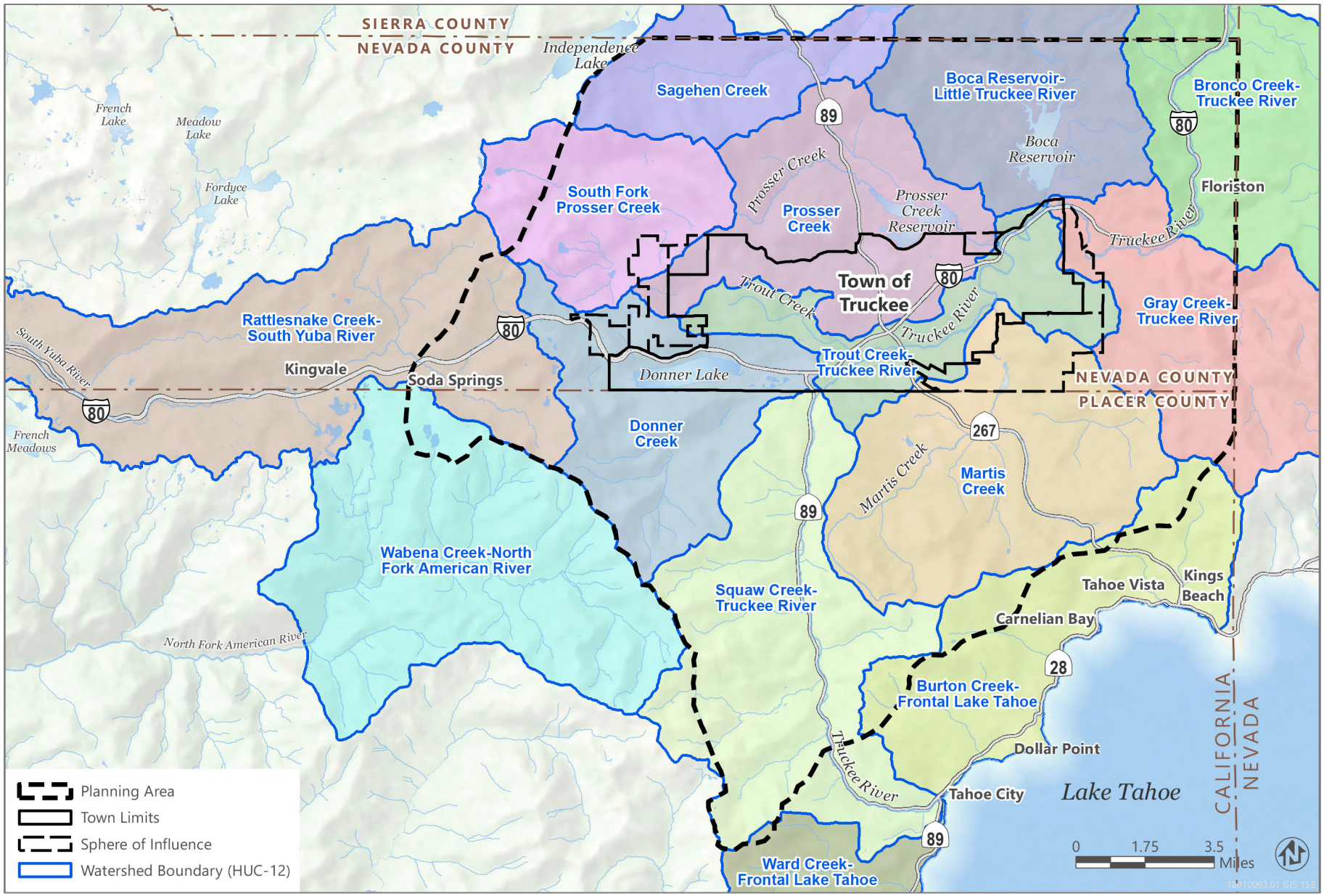
The streams and rivers that flow within Truckee are listed below along with the total watershed area for each surface water body.

- Donner Creek has a watershed area of 30 square miles.
- Truckee River has a watershed area of 435 square miles.
- Trout Creek has a watershed area of 5 square miles.
- Alder Creek has a watershed area of 9 square miles.
- Prosser Creek has a watershed area of 44 square miles, with only a small portion within the Town of Truckee limits.
- Martis Creek has a watershed area of 42 square miles.
- Cold Creek has a watershed area of 12 square miles.
- Gregory Creek and Summit Creek are the primary inflows into Donner Lake, which has a total watershed of approximately 14 square miles.

LAKE TAHOE BASIN REGIONAL HYDROLOGY

Lake Tahoe is located approximately 12 miles south and upstream of the Town of Truckee and is designated as an Outstanding National Resource Water. The Truckee River flows from Lake Tahoe for the 12 miles before it enters the Trout Creek -Truckee River Watershed in the GPU area (Figure 4.10-2).

Lake Tahoe is fed by 63 tributary streams and intervening zones that drain directly to the lake and has a water surface area covering nearly two-fifths of the 506-square-mile total basin area. The largest tributary is the Upper Truckee River on the south side of the lake, which accounts for 25 percent of the annual inflow to Lake Tahoe. The Truckee River, on the northwest side of the lake, is the lake's only outlet, flowing through the town to Pyramid Lake in Nevada. A dam constructed at Tahoe City in the early 1900s regulates water flow to the Truckee River from the natural rim at 6,223.0 feet above sea level to the maximum legal lake level of 6,229.1 feet (Lake Tahoe Datum).



Source: Data downloaded from USGS in 2016; adapted by Ascent in 2022.

Figure 4.10-2 Watersheds

Regional topography is characterized by steep mountain slopes at higher elevations, transitioning to more moderately sloped terrain near the lakeshore. A precipitation gradient exists from the western boundary of the Tahoe Region along the crest of the Sierra Nevada to the eastern boundary at the crest of the Carson Range. The west shore of Lake Tahoe averages about 35 inches per year of precipitation, while the east shore averages about 20 inches per year. Most precipitation in the Tahoe Region falls between October and May as snow at higher elevations and as a mixture of snow and rain at lake level. In the higher elevations, peak stream runoff from snowmelt occurs in May or June, while the snowpack near lake level melts a few weeks earlier.

TRUCKEE SURFACE WATER QUALITY

Most of the water quality impacts in the town of Truckee are related to nonpoint sources such as soil erosion from timber harvest areas (SPRC 2003). Road abrasives from winter road operations, are also a source of sediment (Town of Truckee 2021). Suspended-sediment loads in the Truckee River for water years 2013, 2014, and 2015 met the TMDL standard for suspended-sediment (Town of Truckee 2021). Donner Lake is the only water body in the Town of Truckee which is classified as impaired for organic compounds by the SWRCB (SWRCB 2022).

Small Municipal Storm Sewer System

In 2006, the Town of Truckee was designated a regulated MS4 by the Lahontan RWQCB. MS4 is defined as a system of conveyances owned by a state, county, or other public body, which is designed to collect or convey stormwater which is not a combined sewer or not a part of a publicly owned treatment works. As a regulated MS4, the Town is required to develop and implement a Storm Water Management Plan to reduce the discharge of pollutants and meet applicable WQOs. The Town complies with the Middle Truckee River TMDL through BMP-based compliance.

Stormwater Management Program

In compliance with MS4 requirements, the Town established a stormwater management program to (a) reduce the potential impact(s) of pollution from urban areas on waters of the state and waters of the United States and protect their beneficial uses; and (b) develop and implement an effective stormwater program that is well-understood and broadly supported by stakeholders. The core objectives of the stormwater program are to (Town of Truckee 2021):

- identify and control sediment ("road abrasives" pollutant of concern) in urban runoff that exceeds WQOs, as measured in the waters of the state and waters of the United States, and protect the beneficial uses of the receiving waters;
- comply with the federal and State regulations to eliminate or control, to the maximum extent practical, the discharge of pollutants associated with urban runoff from the Town of Truckee's stormwater drainage system;
- develop a cost-effective program which focuses on the prevention of pollution in urban stormwater;
- seek cost-effective alternative solutions where prevention is not a practical solution for exceedances of WQOs; and
- coordinate the implementation of control measures with other agencies.

Program Effectiveness Assessment and Implementation Program

In compliance with MS4 requirements, the Town established a stormwater management program and developed the annual Program Effectiveness Assessment and Implementation Program to evaluate its effectiveness. The program tracks the short- and long-term effectiveness of the stormwater program and specific BMPs implemented by the Town to reduce the volume of pollutants that enter the Truckee River. Specific BMP measures implemented by the Town are discussed in more detail below.

Road Abrasive Recovery

The Town implements an active road sand recovery program to comply with the Truckee River TMDL requirements. The middle Truckee River, which spans from the outlet of Lake Tahoe to the California and Nevada state line, has one established TMDL related to the protection of early life stage aquatic organisms. The TMDL addresses watershed-wide sediment load reductions to curtail substrate and habitat loss due to siltation. According to TMDL requirements,

sediment should be less than or equal to 25 milligrams per liter, as an annual 90th percentile value to achieve desired in-stream conditions. The Public Works department tracks implementation of the program through material retrieval during street sweeping, culvert flush, and winter spoils off-haul activities. In the 2020/2021 permit year, 974 tons of road abrasives were applied, and 771 tons were removed out of storm drains (Town of Truckee 2021). The Town measures load reduction based on BMP implementation. According to the Town's load reduction measurements, the total suspended sediment values indicate improvement in sediment load.

Legacy Issue Clean Up Projects

The Town has initiated several projects to improve drainage and run-off issues. The Church Street Extension project will replace an undersized culvert with a new bridge and restore Trout Creek upstream from the project area. The Coldstream Culvert Replacement project is expected to replace an aging corrugated metal pipe culvert located under Coldstream Road with a new open bottom culvert across Donner Creek. The new crossing will increase the flood capacity and improve fish passage. The Paving and Drainage project is expected to improve overall drainage at various locations throughout the town, and the West River Street Streetscape project is designed to improve stormwater capture and treatment (Town of Truckee 2018).

Outreach Effectiveness to the Construction Industry

The Town provides annual spring training, in collaboration with Placer County that specifically targets temporary BMP implementation and post-construction BMP sizing, operation, and maintenance. The Town also initiated an early warning message to contractors with open building and grading permits regarding wet season requirements and enforced BMP implementation by issuing warnings and violations (Town of Truckee 2018).

Illicit Discharge Occurrence and Reporting

The Town established an electronic stormwater reporting feature on their website to provide residents with the opportunity to report illicit discharges in the area. The Town also circulates brochures with detailed permit information and a contact number. The Town received two calls regarding illicit discharges for the 2017/2018 permit year (Town of Truckee 2018).

Construction Site BMP Compliance

In compliance with the Town's Storm Water Ordinance, the Engineering Division inspects construction sites prior to ground disturbance (during the wet season), during initial grading activities, and during final inspections. The Building Department conducts inspections on temporary BMPs during routine building inspections. During the 2017/2018 inspection year the Engineering Division conducted 175 inspections and issued 29 failures of the BMP requirements. Each failed inspection is required to correct any BMPs issues prior to project completion (Town of Truckee 2018).

LAKE TAHOE SURFACE WATER QUALITY

Lake Tahoe has very low concentrations of nutrients that can support algal growth, leading to clear water and high levels of dissolved oxygen. The exceptional transparency of Lake Tahoe results from naturally low inputs of nutrients and sediment from the surrounding watershed. The most recent scientific research points to inorganic fine sediment particles (particles defined as less than 16 micrometers in diameter) as the primary pollutant of concern impairing Lake Tahoe's transparency. Additional pollutants of concern include phosphorus and nitrogen, which stimulate algal growth in the lake contributing to declines in transparency and quality of the near-shore environment.

The Lake Tahoe TMDL identifies surface runoff from developed lands as the most significant source of pollutant loading for fine sediment particles and phosphorus. For example, developed lands are estimated to deliver more than 70 percent of the average annual fine sediment particle load and approximately 40 percent of the average annual phosphorus load to the lake. For nitrogen, atmospheric deposition is identified as the most significant source of loading to the lake, contributing 55 percent of the average annual load. The Lake Tahoe TMDL established the goal of restoring Lake Tahoe's historic deep-water transparency to 29.7 meters (97.4 feet) annual average Secchi depth (Lahontan RWQCB 2010). To achieve the transparency standard, estimated fine sediment particle, phosphorus, and nitrogen loads must be reduced by 65 percent, 35 percent, and 10 percent, respectively. The 2021 TMDL Performance

Report shows that pollution from fine sediment particles in urban stormwater was reduced by over 523,000 pounds per year in 2020 as a result of efforts by federal, state, and local agencies, as well as private landowners in the Tahoe Basin. Available urban and non-urban results suggest TMDL implementation is on track to achieve the load reductions required to meet the overall lake clarity goal (Lake Tahoe Info 2022).

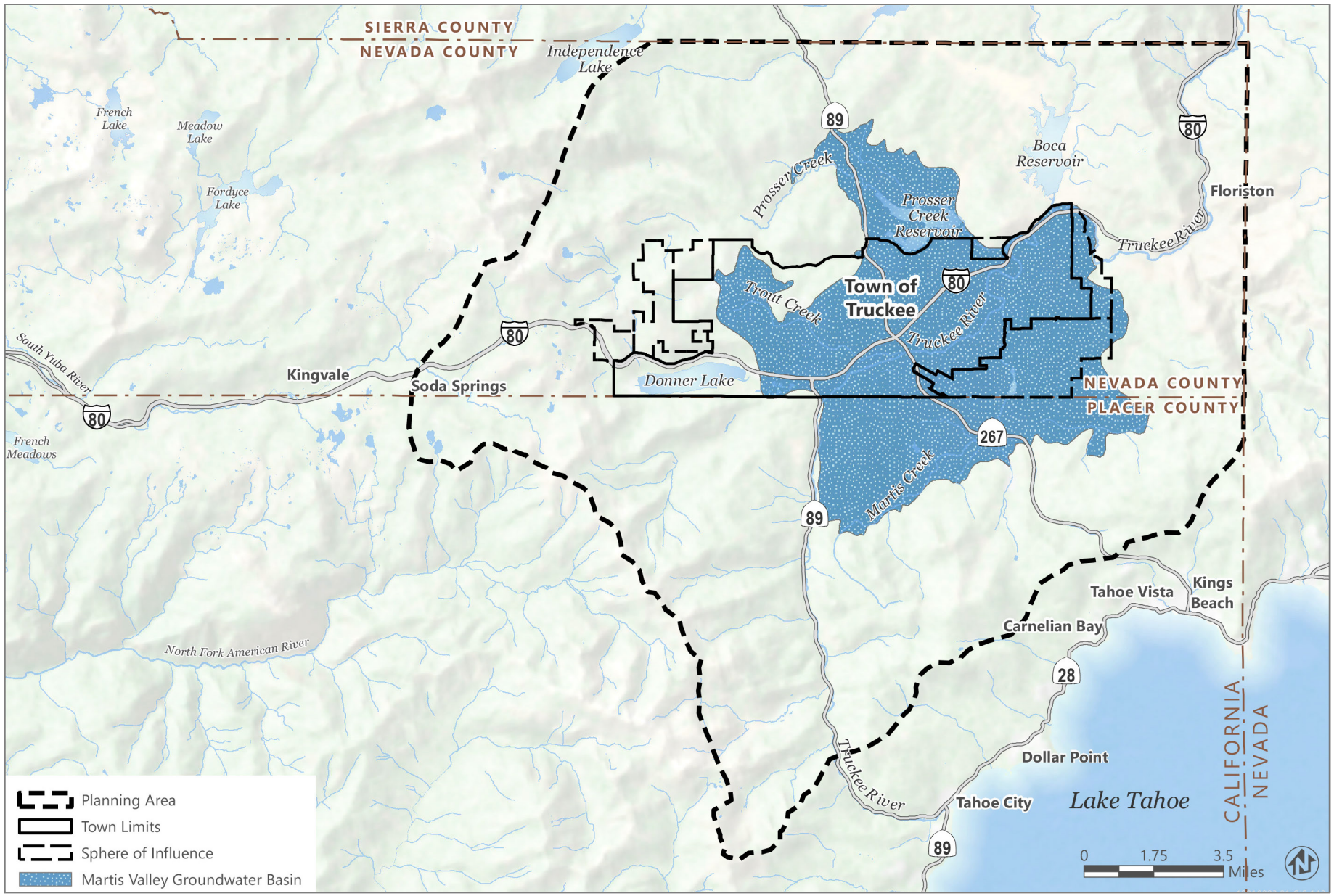
TRUCKEE GROUNDWATER

The Town obtains all water supplies from the MVGB (TDPUD 2016a). As shown in Figure 4.10-3, the MVGB encompasses approximately 57 square miles and lies within the Middle Truckee River Watershed. The MVGB uses groundwater almost exclusively for water demands, although several major surface water bodies are present within the basin. The Truckee River traverses the MVGB from the southwest to the northeast in a shallow, incised channel. Principal tributaries to the Truckee River within the MVGB are Donner Creek, Martis Creek, and Prosser Creek; as well as discharge from Boca Reservoir. Surface water storage reservoirs inside MVGB include Martis Lake and Prosser Reservoir. Although surface water released from reservoirs is not used to satisfy local demands, it is a major, and highly regulated, component of the hydrologic system. Surface water within the MVGB is under the purview of the Truckee River Operating Agreement, a Bi-State, multi-party Federal Agreement enacted by the US Congress which sets limits on the consumptive use of both groundwater and surface water in the MVGB. Wastewater is generated within the MVGB, within the Truckee River watershed, and outside the watershed (Lake Tahoe area) and sent to a treatment facility operated by the Tahoe-Truckee Sanitary Agency. The treated water is recharged into the groundwater system via two leach fields, increasing the groundwater contribution to downstream Truckee River flows (TDPUD 2021a).

Groundwater levels in the MVGB range from within a few feet of ground surface to as much as 100 feet below ground surface and have consistently remained within this range (TDPUD 2021a). Groundwater basin recharge occurs during the winter season from snowfall and snowmelt. The MVGB has a total subsurface storage volume of 484,000 acre-feet. The sustainable yield of the basin is at least 22,000 acre-feet per year (AFY). Current pumping by all users of the MVGB is about 8,300 AFY, which is about 38 percent of the estimated annual recharge and less than 2 percent of the total storage volume of the basin (TDPUD 2021b).

GROUNDWATER QUALITY

Water quality in the MVGB is generally good with respect to drinking water standards. There are no large contaminant plumes identified within the basin, and naturally occurring constituents of concern, such as arsenic and manganese are being managed operationally via blending and pumping adjustments so that no drinking water standards are exceeded. No induced migration of naturally occurring constituents of concern has been detected due to historic groundwater pumping (TDPUD 2016b). In 2007, SWRCB sampled 14 wells in the MVGB for a wide range of constituents. The concentration of most constituents measured below drinking water thresholds with the exception of arsenic and manganese. TDPUD wells that contain high levels of arsenic are used for non-potable water supplies (TDPUD 2016a).



Source: Data downloaded from Town of Truckee in 2018, DWR in 2018.

Figure 4.10-3 Martis Valley Groundwater Basin

FLOOD HAZARDS

There are flood hazard areas in several parts of Truckee, especially areas mapped as FEMA 100-year flood zones (FEMA 2022). FEMA produces maps to delineate the 100-year floodplains, which are areas that have a 1 percent chance of being inundated during any 12-month period. Figure 4.10-4 identifies flood prone areas within the 100-year and 500-year floodplains along the banks of the Truckee River, around the Donner Lake shore, along Donner Creek, lower Trout Creek, and Cold Creek (FEMA 2022). The 100-year floodplain of the Truckee River varies in width and location; in some locations it is contained within the riverbanks, but in others extensive flooding could extend inland by as much as 300 feet. During the flood of 1997, West River Street flooded (Nevada County 2017). There has also been the recurrent flooding (1995, 1997, and 2005) along Gregory Creek, Trout Creek, Donner Lake Road, and South Shore Road in the Truckee area (Nevada County 2017). According to the Local Hazard Mitigation Plan, 165 improved parcels in the town are located within the FEMA 100-year floodplain and 70 improved parcels are within the FEMA 500-year floodplain, including a total of 549 residents within homes in these floodplains (Nevada County 2017). Lahontan RWQCB regulations do not allow buildings or parking lots to be constructed within the 100-year floodplain. However, projects necessary for public recreation and projects designed to mitigate sources of erosion may be allowed inclusive of appropriate environmental mitigation for any adverse impacts resulting from such projects.

In addition, smaller creeks, specifically Donner Creek, Alder Creek, Trout Creek, and Gregory Creek, are not located in the FEMA floodplains but are included in the DWR Awareness Zones. These creeks are particularly prone to flash flooding events due to steep terrain and shallow soils.

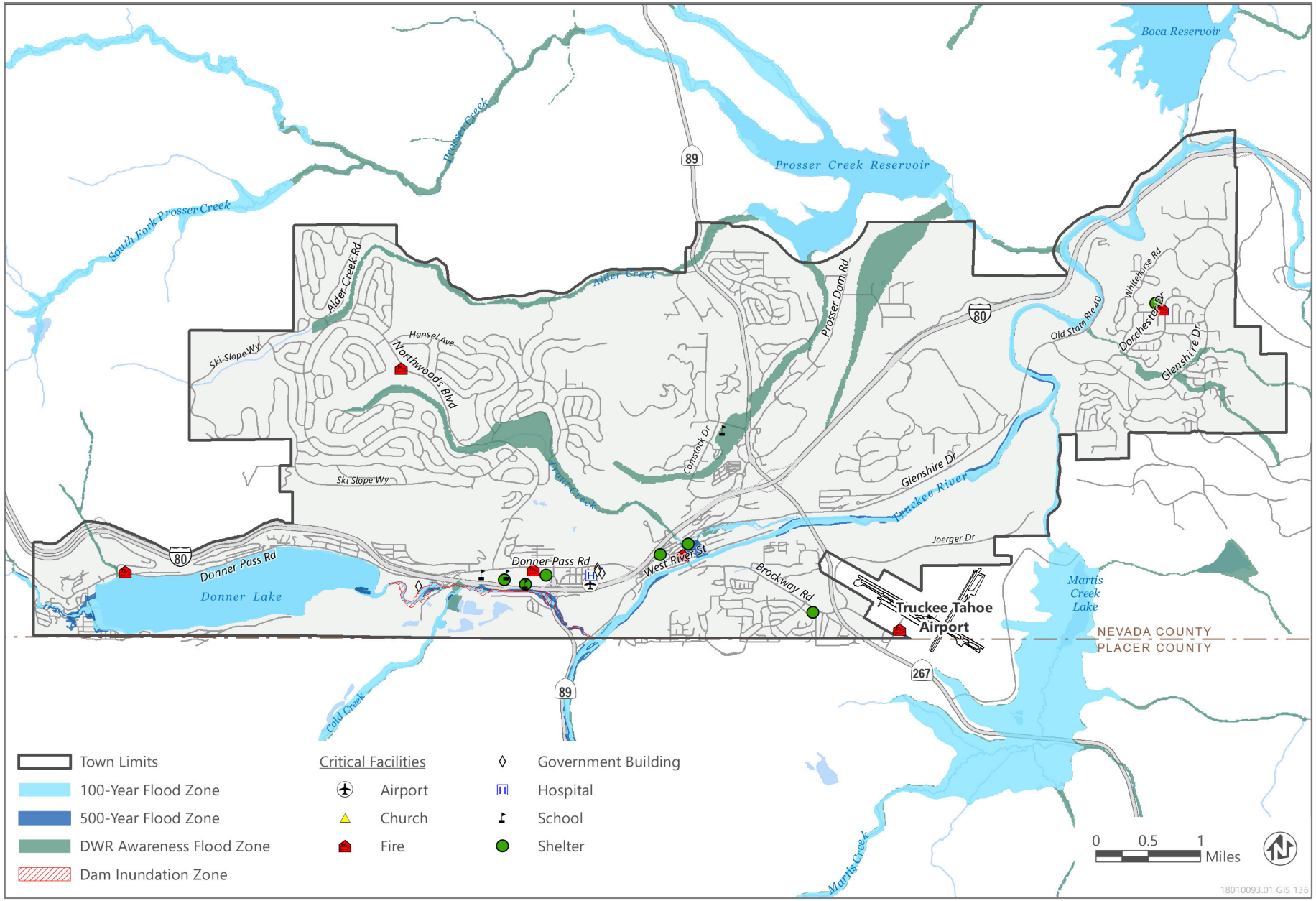
DAM INUNDATION

There are five dams in the Truckee area where structural failure could result in downstream flooding. Dams are located north of Truckee at Prosser, Boca, and Stampede Reservoirs. Two smaller dams are located at Donner Lake and Martis Creek Lake. Inundation from dam failure at Donner Lake is not considered to pose a serious threat to Truckee, given the relatively small volume of water contained in Donner Lake. However, the dam at Martis Creek Lake is ranked as one of the top six at-risk dams in the United States owned by USACE because of structural issues and the large population within the dam's flood inundation zone (including the cities of Reno, Sparks, and the Truckee Meadows community) (Nevada County 2017). A failure of the dam would likely cut off the town's Glenshire neighborhood, and at just about any level of water being held, dam failure would inundate the town's sewage wastewater treatment plant. The dam is on an active monitoring program, not in use for water storage, and has extensive remediation work underway.

Each dam has the potential to release a volume of water that could result in severe short-term flooding, but the Town would not be significantly affected by potential inundation due to its upstream location for all lakes and reservoirs except for Donner Lake and Martis Creek Lake. The dam inundation zone for Donner Lake is shown on Figure 4.10-4. Martis Creek Lake does not have a mapped dam inundation zone from DWR.

SEICHE

A seiche is a stationary wave associated with a lake or semi-enclosed body of water usually caused by strong winds and/or seismic activity. There is a possibility of a seiche occurring on Donner Lake and other lakes and reservoirs in the Truckee area. But the risk of flooding associated with seiche is considered minimal, due to the relatively lower levels of seismic activity compared with the rest of California and the smaller size of these water bodies (Town of Truckee 2006b).



Source: Data downloaded from Town of Truckee in 2019, DWR in 2022, and FEMA in 2021; adapted by Ascent in 2022.

Figure 4.10-4 Flood Hazards

STORMWATER DRAINAGE

Throughout most of the urban town area, runoff is collected and discharged directly to the Truckee River through numerous culverts and outfalls (Placer County and Town of Truckee 2008). Runoff does not follow natural drainage paths due to the extensive street network and impervious surfaces that have modified the drainage patterns of the relatively flat section of town. Outside the main developed town area, runoff appears to follow expected topographic drainages and enters the Truckee River through small tributaries. For any development, the Town standards require on-site retention of runoff from the 20-year, 1-hour storm, and the quantity or rate of runoff for such a storm should not increase above the pre-development condition. Furthermore, the storm drain system must be sized to convey a 10-year storm (10 percent chance of occurrence in any one year) without system surcharge and a 100-year event (1 percent return interval) without damage.

4.10.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide future development and resource management throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could affect hydrology and water quality.

Evaluation of potential hydrologic and water quality impacts is based on a review of existing documents and studies that address water resources in the town. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on hydrology or water quality if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- 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:
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
  - 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
  - impede or redirect flood flows;

- in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to hydrology and water quality. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-5: Public Services and Infrastructure. Ensure the timely provision of public services and infrastructure that supports anticipated development in suitable locations.

- **Policy LU-5.6: Stormwater Infrastructure and Management.** Require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality; riparian, wetland, and meadow habitats; and properties prone to flooding. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.

Conservation and Open Space Element

GOAL COS-2: Truckee River and Donner Lake Protection. Preserve and enhance the Truckee River corridor and Donner Lake and the exceptional natural, scenic, economic, biological, and recreational values they provide.

- **Policy COS-2.1: Truckee River and Donner Lake Management.** Ensure adequate management of the Truckee River and Donner Lake and their riverbanks or shorelines to restore riparian habitat, improve and maintain water quality, limit flood risks, and offer recreational opportunities.
- **Policy COS-2.2: Limited Development in Setbacks.** Prohibit development in the established setback areas from the Truckee River and Donner Lake, consistent with the River Protection Overlay District and the Donner Lake and River/Stream Development Standards of the Development Code. Grading, landscaping, and drainage within the established setback area shall also be subject to strict controls. Improvements for public access and use may be allowed in the established setbacks.
- **Policy COS-2.3: Enhancement of Degraded Areas.** Enhance degraded areas in the Truckee River and Donner Lake 100-year floodplain through habitat restoration, trail construction and/or maintenance, and amenity improvements.
- **Action COS-2.A: Management Plans for Truckee River and Donner Lake.** Work with the Truckee River Watershed Council, Truckee Donner Recreation and Park District (TDRPD), and other agencies to develop comprehensive, long-term management plans for the Truckee River corridor and Donner Lake. The plans should treat the Truckee River and Donner Lake and their associated riparian, wetland, and meadow habitats as holistic systems and should address the complete range of issues associated with the river and the lake, including scenic and habitat values, opportunities for riparian restoration and enhancement, flood protection, water quality, and access and recreation opportunities.
- **Action COS-2.C: Funding for Restoration Activities.** Pursue funding sources and partnerships to create and implement a program to support restoration of the Truckee River and Donner Lake 100-year floodplains.

GOAL COS-5: Soil Resources. Protect the town's soil resources from erosion.

- **Policy COS-5.1: Preservation of Steep Slopes.** Continue to preserve slopes of 30 percent or greater as open space and avoid slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent.

- Policy COS-5.2: Minimization of Erosion and Sedimentation. Continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices.
- Policy COS-5.3: Project Review for Grading Activities. Require discretionary project review for grading activities involving 500 square feet of disturbance and/or 20 cubic yards of grading not associated with an approved development project or timber harvesting plan.
- Action COS-5.A: Identification of Existing Critical Erosion Problems and Pursue Funding. Work with the Truckee River Watershed Council and Lahontan Regional Water Quality Control Board to identify existing critical erosion problems and to pursue funding to resolve these problems.
- Action COS-5.B: Use of Innovative Erosion Control Measures. Update standards as new innovative practices are developed, for temporary and permanent erosion control measures.

GOAL COS-7: Water Quality. Protect water quality and quantity in creeks, lakes, natural drainages, and groundwater basins.

- Policy COS-7.1: Prohibition against Development in Setbacks. Development shall be prohibited within established setback areas for streams and waterways, except as otherwise allowed in the Development Code.
- Policy COS-7.2: Implementation of Best Management Practices. Protect surface water and groundwater resources from contamination from runoff containing pollutants and sediment through implementation of the Lahontan Regional Water Quality Control Board's best management practices.
- Policy COS-7.3: Elimination of Sources of Pollution to Groundwaters and Surface Waters. Cooperate with state and local agencies in efforts to identify and eliminate all sources of existing and potential point-source and nonpoint-source pollution to groundwaters and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and logging and mining operations.
- Policy COS-7.4: Low-Impact Development Measures. Require low-impact development measures to limit the amount of impervious surface in new development and to increase the retention, treatment, and infiltration of stormwater runoff.
- Policy COS-7.5: Enforcement of Waste Discharge Guidelines. Enforce guidelines set forth by the Lahontan Regional Water Quality Control Board regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems.
- Policy COS-7.6: Low Impact Development and Best Management Practices. Use low impact development and best management practices established in the Lahontan Regional Water Quality Control Board's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures required by the Town.
- Policy COS-7.9: Importance of Stormwater Management. Recognize the importance of stormwater management in protecting all water resources in Truckee, for example, flood control, surface water and groundwater quality, and river, stream, and lake health.
- Policy COS-7.10: Stormwater Runoff and Loss of Groundwater Recharge. Encourage the use of water quality management practices to minimize stormwater runoff and the loss of groundwater recharge from paving. Such limitations shall take into account Policy COS-8.2 under Goal COS 8, concerning particulate matter pollution associated with unpaved roads.

- **Action COS-7.A: Monitoring of Water Quality in Truckee River Basin**. Continue to work with the Truckee River Watershed Council and the Lahontan Regional Water Quality Control Board to document current condition water quality information and to monitor regulatory compliance regarding water quality in the Truckee River Basin.
- **Action COS-7.B: National Pollutant Discharge Elimination Permit and Stormwater Quality Ordinance.** Continue to implement the National Pollutant Discharge Elimination (NPDES) permit and the Stormwater Quality Ordinance. Review the Stormwater Quality Ordinance and evaluate its achievements. Make necessary amendments to improve the ordinance and update the Development Code to reflect any amendments to the Stormwater Quality Ordinance.

GOAL COS-8: Air Quality. Improve and maintain a high level of air quality to protect public health, safety, and welfare.

- **Policy COS-8.2: Paving of Roads to Offset Emissions.** Require new developments, including subdivisions, to pave existing nonpaved roads planned to serve the new development to the extent necessary and feasible to offset emissions generated by traffic from the development. New nonpaved roads shall not be allowed for new development and subdivisions. New paving shall take into consideration the policies under Goal COS-7 concerning minimization of impacts to water quality and groundwater recharge that may result from increases in paved areas.

Safety and Noise Element

GOAL SN-3: Flooding. Reduce hazards associated with flooding.

- **Policy SN-3.1: Flood Hazard and Floodplain Information.** Continue to work with appropriate local, state, and federal agencies (particularly the Federal Emergency Management Agency [FEMA]) to maintain the most current flood hazard and floodplain information based on historical flood behavior and future climate change projections. Use that information as a basis for project review and to guide development in accordance with federal, state, and local standards.
- **Policy SN-3.2: National Flood Insurance Program.** Continue to participate in the National Flood Insurance Program (NFIP) to ensure qualification for flood insurance and disaster assistance.
- **Policy SN-3.4: Development within the Floodplain.** Require that new development or substantial improvements of existing structures within the 100-year floodplain meet federal and state standards.
- **Policy SN-3.5: Location of New Critical Facilities.** Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100-year floodplains. Where such location is not feasible, design the facilities to mitigate potential flood risk to ensure functional operation during a flood event.

DOWNTOWN TRUCKEE PLAN

Policies

The following policies from the Downtown Truckee Plan apply to hydrology and water quality:

- **LU-RC-6:** Continue to host Truckee River Day, as an annual townwide celebration of the Truckee River, to increase public awareness of this important resource.
- **LU-RC-7:** New residential development adjacent to the Truckee River shall be clustered to protect sensitive riparian areas and scenic views to the river.
- **LU-RC-8:** Substantial remodels and residential additions on parcels adjacent to the Truckee River shall be subject to the Development Code River Protection Overlay District standards.
- **LU-RC-10:** Site and design new development to:
    1. Preserve views of and access to the Truckee River.

2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values.
3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- In Tsunami Zones, Risk Release of Pollutants Due to Project Inundation

The Town of Truckee area is not at risk of tsunamis due to its inland location. Tsunami is not discussed further in this document.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.10-1: Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Groundwater Quality

Development that may occur under the GPU could generate new sources of surface water and groundwater pollution, from both point and non-point sources, in the Truckee region, including Lake Tahoe. Point sources of pollutants would include industrial and commercial facilities, snow storage areas, and construction sites, while non-point sources would include new impervious or disturbed surfaces capable of generating an increase in stormwater runoff. Compliance with the existing Town Development Code, implementation of policies in the GPU, and compliance with the Construction General and Industrial General Permits would minimize these adverse effects.

Although there is no hydrologic connection between the Truckee area and Lake Tahoe due to the Lake's upstream location, the project could have an indirect physical effect on lake clarity and water quality via vehicle miles traveled (VMT) in the Tahoe Basin generated by growth under the GPU. There is a very limited correlation between VMT and roadway sediment loads. Roadway management practices (e.g., controls on use of winter roadway sand, installation of sediment capturing BMPs) have been shown to be the most effective means of limiting roadway-generated sediment from entering Lake Tahoe (Zhu et al. 2009). VMT in the Tahoe Basin anticipated to result from implementation of the GPU would not result in a substantial degradation of Lake Tahoe water quality or clarity due to implementation of roadway sediment management practices. Implementation of the General Plan would result in a **less-than-significant** impact on surface and groundwater quality.

Development that may occur under the GPU could potentially impact water quality through the discharge of pollutants associated with urban runoff, such as oil, grease, pesticides and fertilizers, in the Truckee region including Lake Tahoe. Additionally, grading and construction activity can cause wind and water erosion. These non-point source pollutants may flow into local surface waters or infiltrate into the groundwater table and incrementally degrade water quality. Additionally, land use designations in the GPU would allow intensified use through commercial or industrial designations which could increase point sources of commercial and industrial pollutants.

The Truckee Development Code minimizes the potential for pollutants in stormwater runoff and erosion. Section 18.30.030.A.8 requires revegetation as soon as possible to minimize dust and erosion. Section 18.30.050 states that all grading permit applications need to include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater. This section also requires BMPs in the design to appropriately treat the anticipated pollutants and that surface runoff treatment measures are consistent with the RWQCB's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the Town of Truckee Stormwater Management Program Guidelines, and the California Stormwater Best Management Practices Handbooks.

There are also policies in the 2040 General Plan Update Conservation and Open Space and Safety and Noise Elements that would minimize the soil erosion potential associated with implementation of the General Plan Update. For example, implementation of the Lahontan RWQCB's BMPs is required under Policy COS-7.2. Policies COS-7.5, COS-7.5, and COS-7.6 require new development to study conditions and design projects to reduce potential effects on surface water and groundwater quality. Grading and potential for erosion that could affect water quality are addressed through Policies COS-5.1, COS-5.2, and COS-5.3, and Actions COS-5.A and COS-5.B.

Additionally, every project that would disturb over an acre of soil would be required to comply with the California Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ) which requires implementation of a SWPPP and specific BMPs to prevent erosion.

Every industrial facility would be required to comply with the General Permit for Storm Water Discharges Associated with Industrial Activities Order 2014-0057-DWQ (Industrial General Permit) which regulates stormwater discharges for specified categories of industry. The permit dictates stringent requirements for the protection of receiving waters, including the elimination of unauthorized non-stormwater discharges, implementation of SWPPPs and BMPs, monitoring and reporting, and executing response actions when discharges exceed standards. The Town would be required to file NOIs for facilities that would be subject to the Industrial General Permit, as applicable.

Snow storage areas have the potential to impact water quality. Snow storage has the potential to scrape pollutants off parking lots and roadways including heavy metals, grease, petroleum, and other contaminants. Section 18.30.130 of the Town of Truckee Development Code requires all development and proposed land uses to provide adequate snow storage areas or snow removal plans on site plans that meet Development Code location requirements. Through implementation of Policy COS-7.11, the Town would consider the off-site environmental impacts, including impacts to water quality, when evaluating projects that require snow maintenance plans pursuant to Section 18.30.130 of the Town of Truckee Development Code. Additionally, Section 18.30.050 Drainage and Storm Water Runoff requires all applications for zoning clearance, development permit, minor use permits, or use permit to include drainage and erosion control plans that include runoff from snow storage areas to be collected, treated, and contained on-site.

While the Truckee GPU would allow additional development that could contribute to erosion and additional pollutants that may end up in the surface or groundwater systems, adherence to the Town of Truckee Development Code, policies of the GPU, California Construction General Permit, and California Industrial General Permit would reduce the effect on surface and groundwater quality.

Although the Town is located 12 miles downstream from Lake Tahoe, implementation of the Truckee GPU could indirectly induce additional visitation within the Tahoe Basin. Although, additional trips into the Tahoe Basin would generate VMT, VMT is no longer thought to have a substantial adverse effect on Lake Tahoe clarity or water quality through the mechanism of atmospheric nitrogen deposition due to modern vehicle emission controls (CARB 2021). Additionally, there is no direct relationship between VMT and roadway fine sediment particles (FSP) that are resuspended by vehicle traffic (TRPA 2021). Most (99 percent) of the FSP re-entrained as a result of vehicle traffic on paved roadways is deposited back on the landscape and not on the Lake (Zhu et al. 2014).

It has long been known that fine sediment entering Lake Tahoe via stormwater is a contributor to losses in lake clarity and roadways and paved surfaces are a substantial contributor to FSP loads. Stormwater runoff generated by roadways can contain sediment, crushed road abrasives, trash and debris, and metals. Roadway abrasives used during winter are ground down by the vehicle traffic and become suspended in stormwater runoff. Roadway management practices (e.g., controls on use of winter roadway sand, installation of sediment capturing BMPs) have been shown to be the most effective means of limiting roadway generated sediment from entering Lake Tahoe with sediment monitoring results supporting the use of this approach. Fine sediment particle generation from paved roadways is primarily influenced by road operation and management practices and the application of winter traction material (Zhu et al. 2009). There is an inverse relationship between fine sediment loading and seasonal VMT levels in the Tahoe Basin which demonstrates that additional VMT has not been shown to cause additional fine sediment loading. Fine sediment loading from Tahoe Basin roadways are, on average, five times higher in the winter than they are in the summer and can be 10 times higher following the application of winter traction material (Zhu et al. 2009, 2011). However, VMT in the Tahoe Basin is higher in the summer months, when there are more visitors in the region,

and lower in the winter months. Total monthly VMT may exceed 2 million in July while remaining below 1.5 million in December, January, and February (TRPA 2021). Therefore, during the months when VMT is the lowest, fine sediment loading from paved roadways is the highest. This supports the approach of water quality regulations focusing on roadway operation and management, as well as design, including water quality improvement features to minimize fine sediment generation and maximize fine sediment capture as a pathway to preserving water quality. Increased VMT has not been shown to increase fine sediment loading.

There are multiple robust regulatory mechanisms to prevent and minimize fine sediment entering Lake Tahoe. These regulations include the Water Quality Management Plan for the Lake Tahoe Region (208 Plan) prepared by TRPA which identifies pollution sources, control needs, and management practices to improve water quality. Additionally, the TMDL for Lake Tahoe, established in 2010, identifies strategies for local, State, and federal jurisdictions around the lake to reduce fine sediment pollutant loads (as well as phosphorous and nitrogen pollutant loads). The 2021 TMDL Performance Report shows that pollution from fine sediment particles in urban stormwater was reduced by over 523,000 pounds per year in 2020 as a result of efforts by federal, State, and local agencies, as well as private landowners in the Tahoe Basin which is better than the TMDL load reduction goal (Lahontan RWQCB and NDEP 2021). This indicates that roadway management practices are successful at limiting roadway generated sediment from entering Lake Tahoe.

Because modern vehicle emission controls minimize nitrogen emissions and nearly all aerially suspended FSP settle on the land surrounding the road (not the lake), VMT in the Tahoe Basin generated by implementation of the Truckee GPU would not significantly increase atmospherically deposited nitrogen or FSP in Lake Tahoe. Additionally, during the months when VMT is the lowest, fine sediment loading from paved roadways is the highest due to the application of abrasives for winter traction. This supports the approach of water quality regulations implemented by the TRPA, Lahontan RWQCB, NDEP that minimize fine sediment generation and maximize fine sediment capture preserve water quality. Increased VMT has not been shown to increase fine sediment loading to Lake Tahoe. Therefore, the potential increased VMT in the Tahoe Basin from the implementation of the GPU would not have a substantial adverse impact on Lake Tahoe clarity or water quality. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-2: Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin

The GPU would not substantially deplete groundwater supplies because the MVGB has adequate water to accommodate projected growth in the service area through the year 2035 even if no recharge of the basin were to occur. The GPU would allow for an increase in developed impervious area but at the most conservative estimate, this area would represent 0.008 percent of the policy area. Because groundwater supplies would not be depleted, groundwater withdrawal would not affect surface waters or wetlands. Furthermore, existing regulations, GPU policies, and land ownership would limit development of impervious surfaces in areas of potential recharge. Impacts would be **less than significant**.

TDPUD obtains all of its water supply from the MVGB and buildout of the GPU would increase demand for water. The TDPUD anticipated an increase in demand in the Truckee Water System 2020 Urban Water Management Plan (UWMP; TDPUD 2021b) based on the development capacity of existing, 2025 General Plan designations for vacant parcels and a growth rate of 0.6 percent per year with a permanent population of 18,494 residents in the year 2040. There are 484,000 acre-feet (157,701 million gallons) of water in storage in the MVGB and the sustainable yield is at least 22,000 AFY (7,168 million gallons). The projected total demand of 4,344 million gallons per year at buildout (2,716 million gallons per year potable water demand, 240 million gallons per year of non-potable water demand, plus other users of the MVGB) is equal to about 3 percent of the capacity of the MVGB and there is adequate water to provide for over 36 years of demand, even if no recharge of the basin were to occur (TDPUD 2021b).Therefore, implementation of the GPU would not substantially decrease groundwater supply.

Increased development allowed under the GPU is described in Table 3-3 of Chapter 3, "Project Description." Based on the floor-area-ratios in the GPU, buildout of the GPU would allow for 5,900 additional dwelling units (DUs), 891,00 sq. ft. of commercial impervious area, 390,000 sq. ft. of office impervious area, and 245,000 sq. ft. of industrial impervious area. A rough estimate of total impervious area potentially resulting from buildout of the town pursuant to the land use diagram proposed in the GPU, assuming all new impervious area (i.e., no redevelopment) at 1,000 sq. ft. of impervious area per DU and the total area for commercial, office, and industrial uses (although it is likely some of this development will take place as additional floors in existing buildings), but not accounting for other impervious improvements, such as parking, indicates that 0.008 percent of area within the town limits would become impervious. This would not significantly interrupt groundwater recharge.

TDPU, Northstar Community Services District, Placer County Water Agency, Town of Truckee, Nevada County, and Placer County are the local SGMA agencies in the MVGB. These agencies created the Martis Valley Groundwater Management Plan in 2013 with the following goals (TDPUD et al. 2013):

- Manage groundwater to maintain established and planned uses.
- Manage groundwater use within the provisions of the Truckee River Operating Agreement.
- Collaborate and cooperate with groundwater users and stakeholders in the MVGB.
- Protect groundwater quantity and quality.
- Pursue and use the best available science and technology to inform the decision-making process.
- Consider the environment and participate in the stewardship of groundwater resources.

Because implementation of the GPU would not substantially decrease groundwater supply, groundwater withdrawal would not affect surface waters or wetlands.

There are also policies in the 2040 General Plan Update Conservation and Open Space Element that would minimize the potential impacts to groundwater associated with implementation of the GPU. Policies COS-7.10 and COS-8.2 would require minimization of paving that could negatively affect groundwater recharge and establish coverage limitations for impervious, paved areas in new development.

Projected development under the GPU would not substantially deplete groundwater supply or substantially interfere with groundwater recharge. Because the GPU includes policies to protect groundwater resources, and all new development would comply with Martis Valley GMP, impacts to groundwater supply and recharge would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-3: 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 Result in Substantial Erosion or Siltation On- or Off-Site

Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would result in substantial erosion or siltation on- or off-site would be **less than significant**.

Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in substantial erosion or siltation on- or off-site. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious

surfaces would occur if vacant parcels are developed. Stormwater management within the Town limits would be in accordance with the Town Development Code.

As described above in Impact 4.10-2, increased development allowed under the GPU, could result in an additional 0.008 percent impervious coverage in the GPU area. All development would need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns:

- Section 18.46.060E states that development should be clustered in a manner to protect natural amenities such as mature trees groves, rock outcroppings, areas of dense vegetation, and drainage areas to the greatest extent feasible.
- Section 18.92.150 requires storm drainage facilities.
- Section 18.96.070 requires the Town to adopt conditions of approval that require that parcels, easements or rights-of-way be provided for storm drainage facilities as may be required to properly serve a subdivision.
- Section 18.30.050 requires that all applications for Zoning Clearance, Development Permit, Minor Use Permit, or Use Permit include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater.

The GPU contains policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. In addition, Policies COS-7.10 and COS-8.2 would minimize paving and establish coverage limitations for paved areas in new development. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns.

The Town's MS4 permit requires a stormwater management program which complies with federal and state regulation to eliminate or control the discharge of pollutants associated with urban runoff from the Town's stormwater drainage system. The MS4 permit includes standards to maintain storm drain systems as well as provisions to replicate natural drainage patterns for all development projects. Pursuant to Chapter 11.04, "Requirements for Construction Activities," of the Truckee Municipal Code, persons requesting a grading or building permit must demonstrate compliance with applicable permits, including, but not limited to: the SWRCB's Construction General Permit, Industrial General Permit, and 401 Water Quality Certification; USACE 404 Permit; and CDFW 1600 Agreement.

Given the minimal relative increase in impervious surface in the policy area, with adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would result in substantial erosion or siltation on- or off-site would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-4: 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 Substantially Increase the Rate or Amount of Surface Runoff in a Manner Which Would Result in Flooding On- or Off-Site

Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would result in flooding on- or off-site would be **less than significant**.

Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in flooding on- or off-site. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious surfaces would occur if vacant

parcels are developed. Stormwater management within the Town limits would be developed in accordance with the Town Development Code.

As described above in Impact 4.10-2, increased development allowed under the GPU, could result in an additional 0.008 percent impervious coverage in the GPU area. All development would need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns:

- Section 18.46.060E states that development should be clustered in a manner to protect natural amenities such as mature trees groves, rock outcroppings, areas of dense vegetation, and drainage areas to the greatest extent feasible.
- Section 18.92.150 requires storm drainage facilities.
- Section 18.96.070 requires the Town to adopt conditions of approval that require that parcels, easements or rights-of-way be provided for storm drainage facilities as may be required to properly serve a subdivision.
- Section 18.30.050 requires that all applications for Zoning Clearance, Development Permit, Minor Use Permit or Use Permit include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater.

The GPU contains the policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. In addition, Policies COS-7.10 and COS-8.2 would minimize paving and establish coverage limitations for paved areas in new development. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns. Given the minimal relative increase in impervious surface in the policy area and adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would result in flooding on- or off-site would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-5: 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 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

Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be **less than significant**.

Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in polluted runoff. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious surfaces would occur if vacant parcels are developed. Stormwater management within the Town limits would be developed in accordance with the Town Development Code.

As described above in Impact 4.10-2, increased development allowed under the GPU, could result in an additional 0.008 percent impervious coverage in the GPU area. All development would need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns:

- Section 18.46.060E states that development should be clustered in a manner to protect natural amenities such as mature trees groves, rock outcroppings, areas of dense vegetation, and drainage areas to the greatest extent feasible.
- Section 18.92.150 requires storm drainage facilities.
- Section 18.96.070 requires the Town to adopt conditions of approval that require that parcels, easements or rights-of-way be provided for storm drainage facilities as may be required to properly serve a subdivision.
- Section 18.30.050 requires that all applications for Zoning Clearance, Development Permit, Minor Use Permit or Use Permit include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater.

The GPU contains the policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. In addition, Policies COS-7.10 and COS-8.2 would minimize paving and establish coverage limitations for paved areas in new development. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns. In addition, Policy LU-5.6 would require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality, riparian, wetland, meadow habitats, and properties prone to flooding. When infrastructure is replaced or retrofitted, the upgrading of stormwater management systems would also be required to minimize or eliminate these impacts. In addition, through Action COS-7.B the Town would continue to implement and update the NPDES Permit and Stormwater Quality Ordinance.

The Town's MS4 permit requires a stormwater management program which complies with federal and State regulation to eliminate or control the discharge of pollutants associated with urban runoff from the Town's stormwater drainage system. The MS4 permit includes standards to maintain storm drain systems as well as provisions to replicate natural drainage patterns for all development projects. Pursuant to Chapter 11.04, "Requirements for Construction Activities," of the Truckee Municipal Code, persons requesting a grading or building permit must demonstrate compliance with applicable permits, including, but not limited to: the SWRCB's Construction General Permit, Industrial General Permit, and 401 Water Quality Certification; USACE 404 Permit; and CDFW 1600 Agreement.

As discussed in Section 4.19, "Utilities and Service Systems," the Town requires stormwater drainage evaluations pursuant to the NPDES permit Section E.12.f. Drainage studies are required on all commercial projects, subdivisions, parcel maps, and if directed by the Town Engineer pursuant to the Town's Public Improvement and Engineering Standards (Section 5, Drainage). Improvements must be protected from inundation, flood hazard, street overflow, ponding of local stormwater, springs, and surface waters. The drainage system must provide for the control of drainage flows to be carried through and also collected within the improved area without injury to the adjacent property. Natural drainage ways and water courses must be retained and used to convey surface water through the improvement unless otherwise approved by the Town Engineer. In addition, surface waters must be retained within the drainage way in which they collect. Each improvement shall be designated such that there will be no additional adverse increase in concentrated flow or adverse increase in the rate of flow of water onto downstream properties. Unless an individual project requires the diversion of water to conform to a comprehensive drainage plan, water shall be received and discharged at the location which existed prior to the development.

Therefore, it is anticipated that as projected development under the GPU occurs, stormwater infrastructure would be upgraded on a project-specific basis in accordance with the Town's requirements. These projects would be required to comply with the GPU policies as they relate to stormwater infrastructure, as well as state requirements for stormwater management. Further, as discussed in Impact 4.9.2 in Section 4.9, "Hazards and Hazardous Materials," The operation of businesses that use, create, or dispose of hazardous materials is regulated and monitored at the federal, state, and local level. These regulations provide a high level of protection to the environment and would reduce the potential for release of hazardous materials in a flood event.

Given the minimal relative increase in impervious surface in the policy area, adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern

alterations that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-6: 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 Impede or Redirect Flood Flows

Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would impede or redirect flood flows would be **less than significant**.

Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in impediments to, or redirection of, flood flows. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious surfaces would occur if vacant parcels are developed. Stormwater management within the Town limits would be developed in accordance with the Town Development Code.

As described above in Impact 4.10-2, increased development allowed under the GPU, could result in an additional 0.008 percent impervious coverage in the GPU area. All development would need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns:

- Section 18.46.060E states that development should be clustered in a manner to protect natural amenities such as mature trees groves, rock outcroppings, areas of dense vegetation, and drainage areas to the greatest extent feasible.
- Section 18.92.150 requires storm drainage facilities.
- Section 18.96.070 requires the Town to adopt conditions of approval that require that parcels, easements or rights-of-way be provided for storm drainage facilities as may be required to properly serve a subdivision.
- Section 18.30.050 requires that all applications for Zoning Clearance, Development Permit, Minor Use Permit or Use Permit include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater.

The GPU contains the policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns.

Given the minimal relative increase in impervious surface in the policy area, adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would impede or redirect flood flows would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-7: In Flood Hazard Zones or Seiche Zones, Risk Release of Pollutants Due to Project Inundation

Some topographically lower areas within the town adjacent to waterbodies are located within the 100-year flood zone and could experience hazards associated with floods. Additionally, areas adjacent to lakes and reservoirs in the GPU area could experience flooding due to seiche. Areas located downstream from dams in the GPU area could flood during a dam failure. All of these potential flood events could risk release of pollutants. Existing Town Development Code and policies in the GPU discourage development within flood zones and strive to reduce hazards to existing development. Impacts related to flooding would be **less than significant**.

Flooding can cause widespread damage, endanger human safety, and risk release of pollutants. Truckee contains several areas designated as 100-year floodplain which are located along the banks of the Truckee River, around the Donner Lake shore, along Donner Creek, lower Trout Creek, and Cold Creek (see Figure 4.10-4). According to the Local Hazard Mitigation Plan, 165 parcels in the town are located within the FEMA 100-year floodplain and 70 parcels are within the FEMA 500-year floodplain, including a total of 549 residents within homes in these floodplains. Under the Lahontan RWQCB's Basin Plan, discharge of material to "lands within the 100-year floodplain" is prohibited, with the intent of protecting floodplain functions such as conveyance and storage, along with other hydrologic, geomorphic, biologic, and ecologic processes such as groundwater recharge, floodwater filtration, sediment transport, spawning gravel replenishment, seed dispersal, and riparian vegetation maintenance (Lahontan RWQCB 2021). Exemptions to this prohibition may be granted on a case-by-case basis, as long as discharges (a) do not reduce or adversely affect the existing floodplain function, or (b) restore and/or improve previously impacted floodplain functions.

The potential risk of seiche is low in the Town of Truckee due to the relatively low levels of seismic activity locally as compared with other areas of California and the smaller size of the lakes and reservoirs in the Truckee area. There are five dams in the Truckee area. Structural failure at any of these could result in flooding. While each dam has the potential to fail and to release a volume of water that could result in severe short-term flooding, Truckee would not be significantly affected by potential inundation because Truckee is located above most of the dams. There is a small dam inundation zone from Donner Lake that within the policy area (Figure 4.10-4). Encroachments in flood hazard areas, including fill, new construction, substantial improvements, and other development is prohibited unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in base flood elevations during the occurrence of the base flood discharge.

To minimize the risk of flooding, the Town of Truckee Development Code contains specific requirements within Article III, Section 18.34, that strictly regulate development within all FEMA or Flood Insurance Agency identified flood hazard areas. It is the purpose of this ordinance to promote the public health, safety and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly- and privately-owned land within flood prone or flood-related erosion areas.

The GPU has several policies and actions that address flood hazards in the Truckee area in the Safety and Noise Element and the Conservation and Open Space Element including policies to continue participation in FEMA mapping updates and the National Flood Insurance Program (Policies SN-3.1 and 3-2), and commitments to locate new development and critical facilities outside of the 100-year floodplain (Policies COS-7.1, COS-2.2, SN-3.4, and SN-3.5). Due to the limited extent of the 100-year floodplain and dam inundation area in the Truckee area, as well as the relatively low chance of seiche, together with adherence to the Lahontan Basin Plan, Town Development Code, and policies of the GPU update, the risk of release of pollutants due to flooding is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.10-8: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The Truckee area is regulated by the Lahontan RWQCB which implements its Basin Plan to protect water quality. The local SGMA agencies implement the Martis Valley GMP, which protects groundwater in the Truckee area. The Truckee Development Code and GPU include policies to support both of these plans. The impact associated with the GPU on implementation of the Basin Plan and Martis Valley GMP is **less than significant**.

The Truckee area is regulated by the Lahontan RWQCB. Lahontan RWQCB implements its Basin Plan for the Lahontan Region which recognizes natural water quality, existing and potential beneficial uses, and water quality problems. Under the Basin Plan, discharge of material to "lands within the 100-year floodplain" is prohibited, with the intent of protecting floodplain functions such as conveyance and storage, along with other hydrologic, geomorphic, biologic and ecologic processes such as groundwater recharge, floodwater filtration, sediment transport, spawning gravel replenishment, seed dispersal, and riparian vegetation maintenance (Lahontan RWQCB 2021). Exemptions to this prohibition may be granted on a case-by-case basis, as long as discharges (a) do not reduce or adversely affect the existing floodplain function, or (b) restore and/or improve previously impacted floodplain functions.

The Truckee Donner Public Utility District, Northstar Community Services District, Placer County Water Agency, Town of Truckee, Nevada County and Placer County are the local SGMA agencies in the MVGB, the only groundwater basin in the proposed program area. These agencies created the Martis Valley GMP in 2013 with the following goals (Truckee Donner PUD et al. 2013):

- Manage groundwater to maintain established and planned uses.
- Manage groundwater use within the provisions of the Truckee River Operating Agreement.
- Collaborate and cooperate with groundwater users and stakeholders in the MVGB.
- Protect groundwater quantity and quality.
- Pursue and use the best available science and technology to inform the decision-making process.
- Consider the environment and participate in the stewardship of groundwater resources.

All development permitted under the GPU would adhere to the Development Code and the policies in the GPU. The GPU contains policies that support the Basin Plan and Martis Valley GMP. Specifically, Policies COS-7.1 and COS-2.2, require setbacks from waterbodies that complement the Basin Plan. In addition, Policy COS-7.2 indicates that the Town would protect surface and groundwater resources from runoff containing pollutants and sediment through implementation of the Lahontan RWQCB's BMPs and Policy COS-7.5 establishes that the Town would enforce guidelines set forth by the Regional Water Quality Control Board Lahontan Region (RWQCB) regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems. Under Policy COS-7.3, the Town would cooperate with State and local agencies in efforts to identify and eliminate all sources of existing and potential point and non-point sources of pollution to ground and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and logging and mining operations. Other elements of the GPU that encourage regulatory compliance include Policy COS-7.5 and Action COS-5.A. Requirements for new development that would reduce potential for conflict with existing plans include Policy COS-7.6 related to low impact development, and Policy COS-5.2 requiring minimization of erosion and sedimentation during construction. Policies COS-7.10 and COS-8.2 would support these policies by establishing coverage limitations for impervious paved areas in new development and encourage the use of permeable paving materials and other water quality management practices to minimize stormwater runoff.

Implementation of the GPU would not obstruct implementation of the Basin Plan or Martis Valley GMP because the GPU contains policies to support those plans. The project's impact on a water quality control plan or groundwater management plan is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

4.11 LAND USE AND PLANNING

This land use analysis evaluates consistency of the project with applicable land use plans and policies. The physical environmental effects associated with the project, many of which pertain to issues of land use compatibility (e.g., noise, aesthetics, air quality), are evaluated in other sections of Chapter 4 of this Draft EIR.

No comments related to land use were submitted in response to the notice of preparation for this EIR.

4.11.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to land use and planning are applicable to the project.

STATE

Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law, Government Code Section 65000 et seq. Under state planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Because the Town of Truckee is a charter city with a population of under two million, the Town is exempt from the zoning consistency with the general plan requirement (Government Code Section 65803). However, the Town recognizes that consistency between the general plan and zoning is a common-sense approach to planning.

LOCAL

Related Regional Plans

Nevada County General Plan

Nevada County has two incorporated cities, Grass Valley and Nevada City, and the incorporated Town of Truckee. Incorporated cities/towns are home to approximately 33 percent of county population, while the remaining 67 percent reside in unincorporated areas. Truckee is located in the eastern portion of the county where commercial development is centralized. About 169,045 acres of land in Nevada County is owned by the Federal government and the Tahoe National Forest, operated by the U.S. Forest Service (USFS).

The County of Nevada adopted its General Plan in 1996. Since adoption, the County has amended elements of the General Plan: 2008 Safety Element in 2008; Circulation and Housing (4th Cycle) Elements in 2010; and Land Use, Safety, Noise, and Housing (5th Cycle) Elements in 2014. The County has designated the majority of the land around Truckee as a Forest (FOR), with a few areas adjacent to town limits as Planning Residential Community (PRC), Community Commercial (CC), Rural (RUR), and Open Space (OS). The County has also designated the land adjacent to the Tahoe-Truckee Airport and to the north along State Route (SR) 89 as Industrial (IND).

The General Plan divides the county into Rural and Community Regions. The County identifies Truckee as a Community Region. The policies under Goal 1.4 emphasize Community Regions by providing an adequate supply and range of uses that support communities and neighborhoods. In contrast, the policies under Goal 1.3 focus on Rural

Regions by limiting land uses within this area to types and densities/intensities that are consistent with the open, pastoral character. The County has also adopted four Area Plans for Higgins Corner, Loma Rica, North San Juan, and Penn Valley—none of which are within the Planning Area Town of Truckee's proposed GPU.

Placer County General Plan

Placer County adopted its General Plan in August 1994 and updated it in May 2013. Truckee sits to the north of Placer County. The General Plan establishes 14 designations to depict the types of land uses allowed in the different geographic areas of the unincorporated county, including residential, commercial, business/industrial, resorts and recreation, public facility, water influence, greenbelt/open space, forestry, and agriculture/timberland. The County designates the majority of the land south of the town of Truckee as agriculture/timberland – 80 ac min. lot area. In addition to the General Plan, the County has adopted 15 Community Plans. Of these 15 plans, three are in the Truckee Planning Area: Martis Valley, Squaw Valley, and Alpine Meadows.

Martis Valley Community Plan

The Martis Valley Community Plan provides overall direction for future growth within Martis Valley. The plan envisions that Martis Valley will continue to provide a range of services and facilities which create opportunities for people to live, work, and play in the Sierras. The urban core of Martis Valley is the Town of Truckee. Future population growth in the Martis Valley is based largely on the availability of land permitted for development. The vast majority of land in the Plan area is not suitable for development because of sensitive natural resources. Improved transportation facilities will both relieve longstanding traffic congestion and increase capacity of the area's circulation system. The plan estimates that the plan area will be 40 to 60 percent built-out in the year 2020, based on an ultimate holding capacity of 8,600 residential units.

Squaw Valley General Plan and Land Use Ordinance

The County adopted the Squaw Valley General Plan and Land Use Ordinance in 1983. The plan area encompasses the 4,700-acre drainage basin in the central Sierra Nevada Mountain range. The purpose of the plan is to establish a planning framework to ensure that Squaw Valley is developed into a top quality, year-round, destination resort. The plan area has a holding capacity of 11,000 to 12,000 residents overnight during the seasonal peak.

Alpine Meadows General Plan

The County completed the Alpine Meadows General Plan in 1968, which is now regarded as the area's community plan. A key theme in the Plan is maintaining the open, natural, mountain-recreational nature, and establishing a balance of land uses.

Nevada County Regional Transportation Plan

As the Regional Transportation Planning Agency for Nevada County, California State law requires that the Nevada County Transportation Commission prepares, adopts, and submits an updated RTP to the California Transportation Commission and Caltrans at least every 5 years. The Nevada County Transportation Commission prepared its most recent *Nevada County Regional Transportation Plan* (RTP) in 2018. The plan has four goals: (1) provide for the save and efficient movement of people, goods, and services; (2) create and maintain a comprehensive, multimodal transportation system; (3) reduce adverse impacts on the natural, social, cultural, and historical environmental; and (4) develop an economically sustainable transportation system.

The RTP documents the short-term (2016-2026) and long-term (2026-2036) regional transportation needs and sets forth an effective, cost-feasible action plan to meet these needs. The RTP includes the projects that are reasonably anticipated to be funded within the plan's fiscal constraints. The RTP also identifies projects that can be implemented if additional funds become available. To qualify for funding in the State Transportation Improvement Program, projects included in a Regional Transportation Improvement Program or Caltrans Interregional Transportation Improvement Program must be consistent with adopted regional transportation plans.

The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The RTP promotes a continuous, comprehensive, and cooperative transportation planning process that facilitates the efficient development and implementation of projects while maintaining Nevada

County's commitment to public health and environmental quality. The RTP is consistent with the California Transportation Plan, the California Interregional Transportation Strategic Plan, and the California Strategic Highway Safety Plan.

Truckee Tahoe Airport Land Use Compatibility Plan

An Airport Land Use Compatibility Plan seeks to protect the public from adverse effects of airport noise, avoid the concentration of people and facilities in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. The Truckee Tahoe Airport Land Use Commission adopted the Truckee Tahoe Airport Land Use Compatibility Plan in 2016. The airport influence area extends approximately 3.6 miles from the airport runways and encompasses lands within three local government jurisdictions: Town of Truckee, Nevada County, and Placer County.

Related Town Planning Efforts

Since it incorporated in 1993, the Town has engaged in several key planning efforts to provide a framework for orderly growth and development. These past planning efforts influence the town's current land use patterns and the proposed project.

Downtown River Revitalization Strategy

The Town adopted the Downtown River Revitalization Strategy in October 2005 to provide strategic direction to implement the Downtown Specific Plan. The purpose of the strategy is to provide overall direction for public and private investment, to establish priorities for phasing and for public actions, to identify areas of teamwork and collaboration, and to coordinate implementation strategies. The strategy covers the segment of the Truckee River that runs through downtown, which extends from the confluence of Donner Creek at the western end to the intersection with Trout Creek on the eastern end. It is important to note that this strategy is not a regulatory plan or document and does not have a legally binding effect on later actions and activities that the Town may take. It is a study/report that assists the Town Council, Planning Commission, other Town review bodies, and Town staff in identifying, analyzing, prioritizing, and implementing future actions that the Council may consider.

Hilltop Master Plan Area

The Town adopted the Hilltop Master Plan on August 7, 2008. The master-planned community is immediately south of the historic downtown core, on the south side of Brockway Road between Palisades Drive and South River Street. The area is approximately one-quarter mile wide and extends approximately one-third of a mile south of Brockway Road. The Hilltop Master Plan incorporates a mixed-use concept intended to create a walkable neighborhood/village. The design fits within the Town's regulatory design framework, while adding use-restrictive concepts to promote the creation of a distinct village within the town. The Town used the following themes in designing the community: human-scale architecture, emphasis on craftsmanship and detailing, and pedestrian-friendly streets. The Hilltop Master Plan also includes improved connections to the Legacy Trail and improvements to Ponderosa Drive, Palisades Drive intersection, and the installation of a roundabout entrance on Brockway Road. No development has occurred within the Hilltop Master Plan Area.

Truckee Railyard Mixed-Use Development Master Plan

The Town adopted the Truckee Railyard Mixed-Use Development Master Plan in 2009. The plan's goals and polices create a strong connection between the Railyard and the historic core with a mix of uses at varying intensities within a walkable area. The master plan area includes redeveloping the Railyard into three primary districts: Downtown Extension, Industrial Heritage, and Trout Creek. It also includes extending Church Street east across the balloon tracks to Glenshire Drive and extending Donner Pass Road east through the center of the master plan area and into the center of the balloon track. The plan anticipates that the project will be completed in two phases. Phase One focuses on buildout of land west of the balloon track including roadways, right-of-way, and utilities. Phase Two requires the completion of the Church Street extension.

Coldstream Specific Plan (PC-1)

The Truckee Town Council certified the EIR and adopted the Coldstream Specific Plan on September 23, 2014. The Coldstream Specific Plan is a tool to implement the Truckee General Plan policies for Planned Community 1 (PC-1) and to guide development within the approximate 179-acre plan area. PC-1 is a master-planned community located south of Interstate 80 (I-80), east of Donner Memorial State Park, and west of SR 89. The purpose of the Specific Plan is to establish a community with a range of land uses, quality architecture, and enhanced open space areas. The project includes residences, open space, a mix of dirt and paved paths, and a mixed-use village. The plan will provide up to 30,000 square feet of retail and commercial uses, 300 residential units, as well as up to 75 accessory dwelling units, the total number of which may change based on the number of affordable housing units provided.

The plan also establishes circulation improvements, including a link to the Truckee River Legacy Trail and several miles of Class II and III bikeways. Additionally, open connections will be made from Cold Stream Road to Deerfield Drive. The project provides an array of community benefits, such as the preservation of 100 acres of permanent publicly accessible open space. Open Spaces areas include ponds, trails, and areas for passive recreation.

Gray's Crossing Specific Plan (formerly PC-2)

The Town adopted the Gray's Crossing Specific Plan in January 2004 for the area formerly identified as Planned Community 2. Gray's Crossing is a master-planned community covering 757 acres north of I-80 that spans both sides of SR 89. The purpose of the plan is to direct the development of the destination recreation community that includes golf, passive open space, recreational amenities, and residential and mixed-use development.

Joerger Ranch Specific Plan (PC-3)

The Town adopted the Joerger Ranch Specific Plan on March 24, 2015. Principles of the specific plan include strengthening the local economy with respect to its existing natural features, developing high-wage jobs within the town, and expanding economic sectors that have the greatest possibility of success. The specific plan is divided into three cluster areas for development: Business and Economic Cluster, Regional Economic Cluster, and Lifestyle Economic Cluster.

4.11.2 Environmental Setting

EXISTING GENERAL PLAN DESIGNATIONS

The Town of Truckee General Plan guides how land in the town shall be developed and used by designating each parcel for a particular use and by establishing broad development policies. Land use designations identify both the types of development (e.g., residential, commercial, industrial) that are permitted and the density or intensity of development allowed, such as the minimum or maximum number of housing units permitted on an acre of land or the amount of building square footage allowed. The Truckee General Plan land use designations are broad and intended to indicate the general type of activity that may occur on a site, whereas the Development Code establishes specific standards for development, such as height, setbacks, and lot coverage. Many of the land use designations provide an average density or intensity for the entire town, rather than prescribing a minimum or maximum. This approach provides flexibility for individual projects to take outside considerations into account, including:

- environmental constraints such as steep slopes and wetlands;
- availability of infrastructure and public services such as sewer, public water, and public roads, and proximity to existing developed areas; and
- provision of community benefits (e.g., affordable housing or public open space).

This approach also focuses on ensuring that new development has a similar density/intensity to existing surrounding development. The designations described in the Land Use Element align with the Land Use Map. A breakdown of the amount land per land use designation is shown in Table 4.11-1, below.

Table 4.11-1 Existing General Plan Land Use Designations Town of Truckee

Land Use Designation	Acres	Percent of Total Acreage
Residential Cluster Average Density 1du/10acres	2,160	11%
Residential Cluster Average Density 1du/5acres	812	4%
Residential 0.5 -1 du/acre	546	3%
Residential 0.5 du/acre	838	4%
Residential 1-2 du/acre	1,966	10%
Residential 3-6 du/acre	417	2%
High Density Residential 6-18 du/acre	260	1%
Commercial	209	1%
Industrial	180	1%
Rail Transport Corridor	432	2%
Public	3,058	15%
Public/Hospital/Office	22	0%
Planned Community	809	4%
Special Study Area	75	0%
Open Space Recreation	1,011	5%
Resource Conservation/ Open Space	2,327	12%
Plan Area[1]	4,827	24%
Total	**19,946**	**100%**

1. The Town has designated three areas as Plan Area in the General Plan, which are the Downtown Specific Plan Area, the Gray's Crossing Specific Plan Area, and Tahoe Donner Plan Area. A Specific Plan or Area Plan exists for each of these areas and provides detailed land use mapping.

Source: Town of Truckee GIS, October 2018.

Residential Land Use Designations

As described in the 2025 General Plan, development within all residential land use designations must be clustered. Clustered residential uses are those located on a portion of a site, with the remainder of the site essentially free of development and largely devoted to uses that do not involve structures or significant paved areas. Clustering is intended to protect important resource areas, to avoid areas with significant hazards, and to maximize preservation of open space. The type, location, and quality of open space areas preserved through clustering is expected to be an integral and primary element in the overall site planning for a residential project and may necessitate design that includes smaller units or lot sizes to accommodate clustering.

Commercial and Industrial Land Use Designations

The Town intends for the commercial and industrial land use designations to provide opportunities for a diverse range of industrial and commercial uses, employment opportunities, and to serve the commercial and service needs of residents and guests. Sites determined appropriate for new industrial development are based on their proximity to existing industrial development, major transportation facilities, and their distance from incompatible land uses. The Rail Transportation Corridor land use designation includes all areas within the Union Pacific Railroad right-of-way outside of the Downtown Specific Plan Area.

Public and Quasi-Public Land Use Designations

The Town intends for the public and quasi-public land use designations to provide a range of, including local and County government services, public parks, educational facilities, and facilities associated with provision of community services and infrastructure. The Town has applied the Public Hospital/Office land use designation to areas occupied by the Tahoe Forest Hospital, associated private offices, and public offices in the same area, as well as existing residential uses within the immediate vicinity of the facilities. The Public Hospital/Office land use designation also

currently applies to the area immediately west of the hospital, to allow for possible expansion of the hospital and/or development of new medical office uses in this area.

Open Space Land Use Designations

The purpose of the land use designations under this heading is to preserve Truckee's important open space areas and the key benefits they provide to the community in terms of natural resources, preservation of biological resources, passive and active recreation, and preservation of scenic values.

Areas for Special Consideration

The existing General Plan Land Use Map also includes several areas for special consideration when planning for future development.

Special Study Areas

One Special Study Area (McIver Hill: SSA-1) was established in the 2025 General Plan as a site for future study. The McIver Hill (SSA-1) area covers 83 acres and is located at the southeast corner of the intersection of I-80 and SR 89. Since the 2025 General Plan's adoption, Sierra College was constructed within this area and no further special consideration is needed.

Planned Communities

The Town has designated three planned communities, as described above in Section 4.11.1, Regulatory Setting."

Plan Areas

In addition to planned communities, the Town has designated two plan areas: The Downtown Specific Plan Area and the Tahoe Donner Plan Area. A specific plan or area plan exists for each of these areas and provides detailed land use mapping, goals, and policy direction.

The Town adopted the Downtown Specific Plan in November 1997 to implement the General Plan within the boundaries of the Downtown Study Area. The Specific Plan area includes the downtown area along both sides of the Truckee River with SR 89 to the west and the Railyard Master Plan area to the east. The General Plan directs the Town to accommodate most of its growth within the Downtown Study Area in a manner that "preserves and enhances the historic mountain character" of the area. The Specific Plan contains a map and description for 10 land use designations.

The Tahoe Donner Plan Area designation is for the existing Tahoe Donner community. Buildout of the Tahoe Donner planned community is estimated to result in a total of 7,000 dwelling units and 70,000 square feet of non-residential uses, which would be mostly recreational facilities.

Overlay Designations

The 2025 General Plan includes seven overlay designations.

- Three Neighborhood Areas: Donner Lake, Gateway, and the Brockway Road Corridor.
- Three additional sites where specific additional policy guidance for development applies.
- Lands throughout Truckee that are under the ownership of USFS.

Donner Lake Neighborhood Area

The Donner Lake Neighborhood Area has been designated to address the unique mix and character of land uses in the area surrounding Donner Lake.

Gateway Neighborhood Area

The Town has applied the Gateway Neighborhood Area overlay designation in recognition of the role of the Gateway Area as a central hub of the community because of its rich mixture of residential, commercial, and public uses. The focus of the Gateway Neighborhood Area is the Donner Pass Road corridor, which is one of the most important thoroughfares in Truckee. The 2025 General Plan contains specific policies for this area to enhance its character, livability, walkability, and safety for pedestrians and cyclists to make the area a true town center for Truckee.

Brockway Road Neighborhood Area

The Town has applied the Brockway Road Neighborhood Area designation to the Brockway Road Corridor, in recognition of this important thoroughfare as a key gateway to Truckee from the south. It also recognizes the potential for significant change in this area with conversion of the roadway from a State Highway to a local road, following the completion of the Highway 267 Bypass. The 2025 General Plan contains specific policies for this area to preserve and improve its character, including its open qualities that provide a transition from developed areas to open space, status as a town gateway, and use as a bicycle and pedestrian route.

Town Corporation Yard Area

This designation is applied to the area around the existing corporation yard, in consideration of the possible cessation of use of this site as a maintenance and equipment facility. The 2025 General Plan contains specific policies for this area to respect the mix of uses in the area and immediately adjacent to the area to limit incompatibility conflicts.

Hirschdale Mine Site

The 2025 General Plan identifies the Hirschdale Cindercone Mine, which is located just to the west of Glenshire, adjacent to the railroad corridor, Truckee River, and I-80. The 2025 General Plan contains a policy to establish that the residential density standards on the General Plan Land Use Map only apply to unmined areas,

Overlay Area 6

The 2025 General Plan also identifies Overlay Area 6, which includes an area between Glenshire and the eastern Town limit. The 2025 General Plan contains a policy to require that a planned development is adopted for all of the properties in the area before the Town can approve a tentative map or subdivision.

National Forest

The Town has applied the National Forest overlay designation to lands under the jurisdiction of the USFS. In the areas with the National Forest designation that the Town has identified potential for disposal by the USFS, the Town has applied an underlying designation to express the Town's intent for future land uses should they enter private ownership.

Designations for Land Outside of Town Limits and within the Sphere of Influence

The Town has designated land outside of town limits and within the sphere of influence as Planned Residential Development (PRD), Resource Conservation/Open Space (RC/OS), Residential Cluster 10 (RC-10), and Residential (RES).

Planned Residential Development

The PRD designation is unique to the area outside of town limits and within the sphere of influence and is intended to recognize the development intensities established by the Nevada County General Plan. The intent of this land use designation is to allow clustered residential development with supporting commercial uses while preserving land in undeveloped open space. A planned development must be approved before subdivision or development of the property.

EXISTING ZONING

This section describes the Town's zoning ordinance, which is referred to as the Development Code and is contained in Title 18 of the Municipal Code. Zoning is the primary tool used to implement the General Plan. A major difference between the Town's General Plan and the Development Code is that the General Plan provides broad guidance on the location, type, and density of new growth and development over a long-term planning horizon, while the Development Code provides detailed development and use standards for each parcel. The Development Code divides the community into zoning districts and specifies the uses that are permitted, conditionally permitted, or prohibited within each district. Each zoning district includes development standards that are intended to protect and promote the health, safety, and general welfare of the community and to implement the policies of the General Plan.

The following section describes the zoning districts established by the Town of Truckee Development Code. A breakdown of the amount land per zone is shown in Table 4.11-2, below.

Table 4.11-2 Zoning Town of Truckee

Zone	Acres	Percent of Total Acreage
Residential Districts		
Rural Residential District (RR)	3,573.5	17.9%
Single-Family Residential (RS)	6,428.8	32.2%
Multi-Family Residential District (RM)	354.1	1.8%
Downtown Single-Family Residential District (DRS)	27.9	0.1%
Downtown Medium-Density Residential District (DRM)	28.6	0.1%
Downtown High Density Residential District (DRH)	50.7	0.3%
Commercial and Manufacturing Zoning Districts		
Neighborhood Commercial District (CN)	62.7	0.3%
General Commercial District (CG)	177.0	0.9%
Highway Commercial District (CH)	15.3	0.1%
Service Commercial District (CS)	34.7	0.2%
Manufacturing/Industrial District (M)	105.7	0.5%
Downtown Mixed Use District (DMU)	37.7	0.2%
Downtown Commercial District (DC)	20.0	0.1%
Downtown Visitor Lodging District (DVL)	15.0	0.1%
Downtown Manufacturing/Industrial District (DM)	77.3	0.4%
Special Purpose Districts		
Resource Conservation (RC)	1,771.7	8.9%
Open Space (OS)	527.2	2.6%
Recreation (REC)	2,581.9	12.9%
Public Facilities (PF)	3,658.3	18.3%
Planned Community (PC)	135.1	0.7%
Downtown Master Plan (DMP)	100.7	0.5%
Downtown Railroad (DRR)	39.1	0.2%
Planned Community 1 – Coldstream Specific Plan[1]		
Lakeside Residential (LR)	37.5	0.2%
Village Green Residential (VGR)	17.1	0.1%
Village Mixed-Use Commercial (MUC)	8.9	0.0%
Planned Community 3 – Joerger Ranch Specific Plan		
Lifestyle Commercial (CL)	4.9	0.0%
Regional Commercial (CR)	16.3	0.1%
Manufacturing/Industrial (M1)	9.4	0.0%
Business Innovation Zone (BIZ)	10.8	0.1%
Open Space Protected (OS-P)	21.9	0.1%
Total	19,953.8	100%

Notes: [1] Coldstream Specific Plan (PC-1) also includes 7.0 acres of Recreation and 108.6 acres of Open Space, which are included in the acreage for the Recreation and Open Space zones above.

Source: Town of Truckee GIS, October 2018.

Residential Districts

Rural Residential District (RR)

The purpose of this district is to provide for rural living, including the keeping of animals, with supporting corals and barns. The parcels in this district are appropriate for clustered infill development away from environmentally sensitive areas and open space preservation. The density of development for this zoning district generally includes properties with a minimum area of five acres for each dwelling unit. The RR zoning district implements the Residential Cluster - 5 acres and 10 acres, Residential, and Open Space Recreation land use designations of the General Plan.

Single Family Residential District (RS)

The purpose of this district is to provide for residential and residential clustered development. Allowable densities range from 0.5 to 4.0 dwelling units per acre. The RS zoning district implements the Residential, Residential Cluster, Open Space Recreation, Public (Hospital/Office), and Planned Community land use designations of the General Plan.

Residential Multi-Family District (RM)

The purpose of this district is to provide for multi-family residential uses. Appropriate densities range from four to 18 housing units per acre. The RM zoning district implements the Residential, High Density Residential, and Planned Community land use designations of the General Plan.

Downtown Single-Family Residential District (DRS)

This district applies to areas in the Downtown Study Area with existing residential uses or that are appropriate for new single-family infill and clustered development. Allowable densities range from one to five dwelling units per acre. The DRS zoning district implements the Single-Family Residential land use designation of the Downtown Specific Plan.

Downtown Medium Density Residential District (DRM)

This district applies to areas in the Downtown Study Area with existing residential uses or that are appropriate for medium-density infill residential and clustered single family and multifamily development. The maximum allowable density is 14 dwelling units per acre. The DRM zoning district implements the Single-Family Residential land use designation of the Downtown Specific Plan.

Downtown High-Density Residential District (DRH)

The purpose of this district is to provide for multifamily residential uses. The maximum allowable density is 24 dwelling units per acre. The DRH zoning district implements the High Density Residential land use designation of the Downtown Specific Plan.

The Zoning Code includes several provisions and incentives that allow for and encourage increased densities in residential zones. In multifamily zones (RM, DRM, and DRH), the allowed number of dwelling units is based on the number of bedrooms within each unit. A three-bedroom unit is counted as one dwelling unit, while a two-bedroom unit is counted as 0.8 units, a one-bedroom unit is 0.67 units, and a studio counts as 0.5 units. This encourages smaller and more affordable multifamily units. Other provisions in the code allow for increased density for affordable housing (State density bonus), sites within preferred infill areas (currently identified as an area along Donner Pass Road), and projects that provide community benefits such as public open space or enhanced public facilities.

Commercial and Manufacturing Districts

Neighborhood Commercial District (CN)

This district is intended to provide areas appropriate for retail sales, offices, and services serving the daily needs of nearby residents. This district may also accommodate mixed-use developments with residential and commercial uses. The development standards and permit requirements of the CN district are intended to create a pedestrian-oriented environment. The floor area ratio for commercial development is 0.20, and the density for residential development within the CN district is four dwelling units per acre for mixed use developments and 12 dwelling units per acre for stand-alone multifamily residential projects. The CN zoning district implements the Residential, Residential High Density, Commercial, Public (Hospital/Office), and Planned Community land use designations of the General Plan.

General Commercial District (CG)
This district applies to areas appropriate for a wide range of commercial uses including retail trade and service uses such as restaurant, office, and personal service uses. This district may also accommodate mixed-use developments with residential uses. The floor area ratio for commercial development is 0.20, and the density for residential development is four dwelling units per acre for mixed-use developments and 12 dwelling units per acre for stand-alone multi-family residential projects. The CG zoning district implements the Commercial and Public (Hospital/Office) land use designations of the General Plan and the Commercial land use designation of the Downtown Specific Plan.

Highway Commercial District (CH)
This district applies to areas along highways and it is intended to provide highway and tourist related services. The floor area ratio for commercial development in the CH zoning district is 0.20. The CH zoning district implements the Commercial land use designation of the General Plan.

Service Commercial District (CS)
This district applies to areas appropriate for more intensive commercial uses. The floor area ratio for commercial development in the CS zoning district is 0.20, and the density for residential development within the CS district is four dwelling units per acre for mixed-use developments. The CS zoning district implements the Commercial and Industrial land use designations of the General Plan.

Manufacturing/Industrial District (M)
This district applies to areas appropriate for manufacturing/industrial uses including processing, distributions, and storage. The floor area ratio for industrial development in the M zoning district is 0.20. The M zoning district implements the Industrial land use designation of the General Plan.

Downtown Mixed-Use District (DMU)
This district applies to areas in the Downtown Study Area appropriate for a combination of retail sales, offices, services, lodging, and residential uses. The development standards and permit requirements of the DMU district are intended to create a pedestrian-oriented mixed-use environment. In general, most non-retail related uses are prohibited in ground floor spaces along Commercial Row within this district. There is no maximum floor area ratio. The maximum density for residential development is 24 dwelling units per acre. The DMU zoning district implements the Mixed-Use land use designation of the Downtown Specific Plan.

Downtown Commercial District (DC)
This district applies to areas in the Downtown Study Area appropriate for a wide range of commercial uses in or near the Downtown Core, including retail sales, restaurants, and offices. There is no maximum floor area ratio. The DC zoning district implements the Commercial land use designation of the Downtown Specific Plan.

Downtown Visitor Lodging District (DVL)
This district is applied to the "gateway property" at the southwest corner of the I-80/Highway 267 interchange. The purpose of the district is to accommodate lodging as a primary use. Secondary and appurtenant uses such as a restaurant, meeting rooms and a visitor center are allowed. High-density residential, with a minimum density of 16 dwelling units per acre is encouraged in the DVL district through the use of incentives. The maximum floor area ratio is 0.25. Residential uses are not counted toward the maximum floor area ratio. The DVL district implements the Visitor Lodging land use designation of the Downtown Specific Plan.

Downtown Manufacturing District (DM)
This district applies to areas in the Downtown Study Area appropriate for manufacturing/industrial uses. The purpose of the district is to provide for appropriate manufacturing/industrial uses. There is no maximum floor area ratio. The DM zoning district implements the Industrial land use designation of the Downtown Specific Plan.

Special Purpose Zoning Districts

Open Space District (OS)

This district is applied to areas of the town with significant natural resources, including forest land, rangeland, mineral resources, and areas suitable for passive recreational uses. The purpose of the district is to: permanently protect open space, maintain environmentally sensitive areas, preserve wildlife habitat and corridors, and preserve scenic views. The Development Code states that the OS zoning district is consistent with all land use classifications of the General Plan.

Resource Conservation District (RC)

This district applies to areas appropriate for protection as open space because of significant environmental resources, but where limited development may be appropriate if clustered. Land uses in this district include open space, passive recreational uses, and single family homes. Development must be clustered and/or integrated with the natural environment to minimize site disturbances, and to preserve open space and other significant natural resources. The RC zoning district implements the Resource Conservation/Open Space land use designation of the General Plan.

Recreation District

This district applies to areas appropriate for active recreational activities that would be compatible with natural resource areas. Typical uses include camping, skiing, golfing, clustered lodging, residences, and support services. The REC zoning district implements the Open Space Recreation, Resource Conservation/Open Space, Residential, and Planned Community land use designations of the General Plan.

Public Facilities District (PF)

This district applies to areas appropriate for public, institutional and auxiliary uses that are established in response to the public recreational, safety, cultural, and social needs of the Town. Allowable land uses may include public parks and facilities, schools, hospitals and government offices, and other appropriate uses for public agencies. The PF zoning district implements the Public and Public (Hospital/Office) land use designations.

Planned Community District (PC)

This district applies to specific areas identified in the General Plan that define the type, amount, and mixture of land uses. The subareas include development of residential, commercial, recreational, mixed use and industrial uses. The PC zoning district implements the Special Study Area and Planned Community land use designations of the General Plan.

Downtown Master Plan District (DMP)

The district applies to specific subareas identified in the Downtown Specific Plan that define the type, amount, and mixture of land use allowed. The subareas include development of residential, commercial, and mixed uses. The intent of this district is to provide for development in Master Plan Areas consistent with the applicable policies and land uses identified for the Master Plan Areas in the Downtown Specific Plan. The DMP district implements the Master Plan Area land use designation of the Downtown Specific Plan.

Downtown Railroad District (DRR)

The district applies to portions of the Union Pacific Railroad right-of-way and operating properties within the Downtown Study Area which are not considered suitable for lease or sale to private parties for new non-railroad related land uses. The intent of this district is to identify areas which are limited to land uses dedicated to railroad and railroad related operations and facilities, and surface and subsurface utility lines, utility related installations, and other subsurface uses.

Overlay Zoning Districts

Airport Operations Overlay District (AO)

This district is intended to regulate land uses in the vicinity of the Truckee-Tahoe Airport and below airspace where aircraft perform approach and departure maneuvers, recognizing that certain land uses and site development characteristics may conflict with the safe and efficient operation of airports and aircraft. The intent of this overlay district is to protect people and property both in the air and on the ground by regulating buildings and structures

that may affect navigable airspace, consistent with federal regulations, and to minimize noise and other conflicts between airport operations and surrounding land uses.

Historic Preservation Overlay District (HP)

This district is intended to protect the town's unique cultural heritage as embodied and reflected in the town's architectural history and patterns of cultural development; to preserve diverse architectural styles, patterns of development, and design preferences reflecting phases of the town's history and to encourage complementary contemporary design and construction and inspire a more livable urban environment; to protect and enhance the town's attraction to tourists and visitors, thereby stimulating business and industry; to identify as early as possible and resolve conflicts between the preservation of cultural resources and alternative land uses; and to integrate the preservation of cultural resources into public and private land use management and development processes. Development standards and guidelines for this district address new development; alterations, additions, and modifications to existing buildings and structures; demolition of historic buildings and structures; and the identification and protection of subsurface historic and archaeological resources.

The HP overlay district may be combined with any residential, commercial, manufacturing/industrial, or special purpose zoning district. The HP overlay district applies to areas of the Downtown Specific Plan Area with concentrations of historic buildings and structures that contribute to the downtown's historic character. However, the HP overlay district does *not* apply to railroad and railroad-related operations, activities and facilities within the Union Pacific Railroad right-of-way and operating properties if the application of such requirements would interfere with the railroad, railroad-related operation, activity or facility.

River Protection Overlay District (RP)

The district is intended for areas of the Downtown Study Area adjacent to the Truckee River where sensitivity and special attention is required in project design, including but not limited to setbacks from the Truckee River, additional landscaping and screening to protect views from the river corridor, building designs compatible with the river's natural environment, preservation of public access to the river corridor, and protection of natural environmental features such as riparian vegetation, wetlands, and wildlife habitat.

Snow Avalanche Overlay District (SA)

The SA overlay district applies to areas identified as subject to potential avalanche danger because of steepness of slope, exposure, snow pack composition, wind, temperature, rate of snowfall, and other interacting factors. Classifications of the SA boundaries are identified by hazard potential severity, and the overlay locations are delineated as: High Hazard; Moderate Hazard; and Low Hazard. Additional requirements apply to development within the High Hazard Zone, including review and certification by a licensed structural engineer and avalanche expert and a written statement signed by the property owner that acknowledges the danger of building in the area and reduces liability of the Town. Other requirements within the SA Overlay include the undergrounding of new utilities.

Commercial Overlay District (CR)

The purpose of this district is to provide for and protect the mix of retail uses along Commercial Row; to inspire a more livable urban and pedestrian-oriented environment; to protect and enhance Commercial Row's attraction to visitors and local residents, thereby stimulating business; and to contribute to the downtown historic community character. Development standards and guidelines for this district address change of use, alterations, and additions to existing buildings.

4.11.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is

based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development would in changes to land use and planning.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on land use and planning if projected development would result in either of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- physically divide an established community; or
- 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.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to land use. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-1: Efficient and Sustainable Land Use Patterns. Create efficient land use patterns to provide adequate land designated for residential, commercial, industrial, and open space/recreational uses while reducing environmental impacts, minimizing residential and commercial sprawl, increasing access to opportunity, and mitigating threats to public safety.

- Policy LU-1.1: Balance of Uses. Ensure a healthy balance of residential, commercial, industrial, and open space land to adequately serve all Truckee residents, the local workforce, and visitors and to reduce traffic impacts in the region.
- Policy LU-1.3: Infill Development. Encourage infill development within existing developed areas, including commercial centers and corridors, to promote sustainability, environmental protection, and equitable development patterns.
- Action LU-1.A: Development Code Update for New Land Use Designations. Review and update the Development Code, including amendments to the Town's zoning to reflect land use designations established in this General Plan, including new mixed-use and business innovation designations; incorporating new prohibitions on gas stations, mini-storage, and golf courses; incorporating the density ranges of the land use designations; and strengthen the legal nonconforming uses ordinance to remove the allowances to reactivate legal nonconforming uses when the use has been abandoned.
- Action LU-1.B: Annual Development Report. Report annually to the Planning Commission and Town Council on the growth and development that occurred in Truckee in the previous year, status of major planning efforts, and implementation of the General Plan, including community efforts to conserve natural resources in the area.

GOAL LU-2: Residential Uses. Provide an adequate amount of land designated for residential uses to accommodate affordable and workforce housing needs, prevent sprawl, and minimize daily commutes.

- Policy LU-2.2: Infill Housing in Single-Family Neighborhoods. Increase infill housing opportunities in single-family neighborhoods with adequate infrastructure and limited environmental constraints by encouraging accessory dwelling units, duplexes, subdivision of existing single-family parcels, and a greater variety of housing types.

- **Policy LU-2.10: Clustered Residential Subdivisions.** Require new residential subdivisions, resulting in more than two parcels, to be clustered consistent with the Open Space/Cluster Requirements of the Development Code to achieve the following:
  - Avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources.
  - Avoid areas of significant hazard, such as floodplains, steep slopes, unstable soils, and avalanche areas, to protect public health and safety.
  - Maximize contiguous areas of open space.
  - Minimize infrastructure costs.
- **Policy LU-2.11: Open Space through Clustering.** Consider the type, location, and quality of open space areas preserved through clustering as an integral and primary element in the overall site planning for a project. This may necessitate residential project design that includes smaller units or lot size in order to accommodate clustering.
- **Policy LU-2.12: Open Space Preservation and Management.** Preserve the portions of parcels not developed with clustered residential uses as undeveloped open space. Preservation and management options for open space include:
  - dedication to a homeowners association;
  - dedication to a public agency such as the Truckee-Donner Recreation and Park District or to a land trust or other nonprofit agency; or
  - for smaller subdivisions (fewer than five parcels), the use of development envelopes in conjunction with conservation easements or deed restrictions..
- **Action LU-2.D: Clustered Residential Standards Update.** Amend the Development Code, including the Subdivision Ordinance, to update standards related to clustered residential development to provide clarity and objectivity.

GOAL LU-6: Downtown. Preserve and enhance the historic mountain character of the Downtown and support a vibrant district through infill growth, a mix of uses, and public spaces.

- **Policy LU-6.2: Support the Central Community Hub**. Continue to support the desirability of the Downtown as a central community hub with a strong four-season economy serving locals and tourists.

GOAL LU-12: Regional Land Use Coordination. Work with Nevada and Placer Counties and the Truckee Tahoe Airport District to ensure that any development in the Truckee region is compatible with the Town's goals and policies and enhances the quality of life for residents of Truckee and the wider region.

- **Policy LU-12.1: Prevention of Uncontrolled Growth**. Maintain a Sphere of Influence to prevent uncontrolled growth outside of the town limits and to protect areas with significant natural resources and open space from development.
- **Policy LU-12.2: Truckee General Plan Consistency.** Continue cooperation with Nevada County, ensuring any development that does occur within the Sphere of Influence, whether annexed in the town or approved under County jurisdiction, maintains consistency with the Town's 2040 General Plan.
- **Policy LU-12.3: Coordinated Regional Review of Major Projects.** Seek agreement with the Truckee Tahoe Airport District and Sierra, Nevada, and Placer Counties on development review procedures and criteria for major projects in the Planning Area.
- **Policy LU-12.5: Opposition to Exclusive Development.** Oppose exclusive development types such as gated communities, golf courses, and resort development in the Planning Area.
- **Policy LU-12.9: Opposition to Development with Significant Impacts.** Oppose development within the Planning Area that significantly impacts the town's natural ecosystems and viewsheds.

- **Action LU-12.C: Open Space Protection Strategy.** Work together with Nevada County and Placer County to develop a coordinated open space protection strategy for the Planning Area.

Mobility Element

GOAL M-8: Regional Coordination. Encourage regional coordination to maximize the efficiency of regional transportation systems.

- **Policy M-8.1: Updates to the Regional Transportation Plan, including Active Transportation Plan.** Continue to work with the Nevada County Transportation Commission in periodically reviewing and updating the Regional Transportation Plan (RTP) and Active Transportation Improvement Plan and to ensure the inclusion of Town projects and their implementation.
- **Action M-8.A: Regional Transportation Plan.** Coordinate with the Nevada County Transportation Commission to review, update, and implement the Regional Transportation Plan, including the Active Transportation Plan, by 2023 and every four years thereafter.

DOWNTOWN TRUCKEE PLAN POLICIES

The following policies from the Downtown Truckee Plan apply to land use and planning:

- **LU-3:** Encourage Downtown riverfront development that provides river access and protects the scenic and environmental quality of the river, as regulated by the Development Code River Protection Overlay District standards.
- **LU-5**: Incorporate historic design standards for residential and mixed-use projects in the Historic Preservation Overlay District and/or update the Downtown Historic Design Guidelines, to ensure compatibility with historic properties.
- **LU-CC-8**: To ensure proposed streetscape, park, and parking improvements in the Downtown Commercial Core subarea are consistent with the Downtown Historic Design Guidelines, all new, substantially modified improvements within the boundaries of the Historic District shall be reviewed by the Historic Preservation Advisory Commission (HPAC) prior to construction.
- **LU-R-1:** New residential and mixed-use development shall be compatible with historic development as guided by the Downtown Historic Design Guidelines and Development Code Historic Preservation Overlay district.
- **LU-RC-8:** Substantial remodels and residential additions on parcels adjacent to the Truckee River shall be subject to the Development Code River Protection Overlay District standards.
- **LU-HT-5:** The Master Plan shall identify how existing historic resources on the site will be protected and rehabilitated, consistent with the intent of the Downtown Historic Design Guidelines in Appendix B.
- **M-B-2:** Bikeway improvements shall comply with the design standards for Class I bike paths, Class II bike lanes, and Class III bike routes, and other bicycle facilities in the Trails and Bikeway Master Plan.
- **M-B-5:** Install bicycle parking racks at key destinations, such as parking areas and transit stops and as part of private development projects, as required by the Truckee Development Code.

ISSUES NOT DISCUSSED FURTHER

All potential land use and planning issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.11-1: Physically Divide an Established Community

Development pursuant to the GPU and Downtown Truckee Plan would not physically divide any established communities. Policies and land use changes would facilitate and direct growth and expansion of existing or planned communities in an efficient and orderly manner. Policies also would minimize potentially incompatible land uses in planned communities and enhance connectivity between communities. This impact would be **less than significant**.

Projected development under Truckee2040 would not physically divide any established communities. Instead, policies and land use changes under Truckee2040 would facilitate and direct growth and expansion of existing or planned communities in an efficient and orderly manner. Truckee2040 also includes policies that would minimize potentially incompatible land uses, as well as policies that would enhance connectivity between communities. New development would foster connectivity. Improvement the Town's circulation systems, including alternative modes of transportation, would also foster connectivity. New or expanded roadways that could be constructed under the GPU and Downtown Truckee Plan are not located in such a way that they would physically divide an established community. In addition, the GPU includes Policy LU-12.5, through which the Town would oppose exclusive development types (e.g., gated communities, golf courses, and resort development) that could limit connectivity and access in the town.

By promoting land use compatibility, the GPU minimizes the potential for allowing an incompatible land use within an established community. Established communities would not be physically divided. Rather, growth and expansion would be facilitated in and organized and efficient manner. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.11-2: 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 GPU would require modifications to the Town's Zoning Ordinance to provide consistency between the GPU and zoning; however, these modifications would not remove or adversely modify portions of the Municipal Code that were adopted to mitigate an environmental effect. In addition, the GPU would not conflict with a habitat conservation plan or natural community conservation plan. This impact would be **less than significant**.

Truckee2040 is a policy document intended to guide land use decisions within the policy area (i.e., town limits and sphere of influence) through the year 2040. As set forth by state law, the General Plan serves as the primary planning document for the Town and subordinate documents and plans would be updated to be consistent with the GPU. Similar to the existing General Plan, the GPU focuses on a balanced land use pattern, creating a community where new development blends with existing neighborhoods. The GPU carries forward and enhances policies and measures from the Town's existing General Plan that were intended for environmental protection and would not remove or conflict with Town plans, policies, or regulations adopted for environmental protection. The GPU would require modifications to the Town's Zoning Ordinance to provide consistency between the GPU and zoning; however, these modifications would not remove or adversely modify portions of the Municipal Code that were adopted to mitigate an environmental effect.

The potential for the project to conflict with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are disclosed in the appropriate resource sections. For example, the *Nevada County Regional Transportation Plan* (RTP) and the *Truckee Tahoe Airport Land Use Compatibility Plan* are regional plans that have been adopted for the purpose of avoiding or mitigating environmental effects and are relevant to the policy area of Truckee2040. The GPU includes policies that are designed to be consistent with these regional plans and that require coordination with relevant planning agencies related to these regional plans and programs. See, for example, Policy M-8.1 and Action M-8.A, which require the Town to coordinate with the Nevada

County Transportation Commission to review, update, and implement the RTP. Section 4.17, "Transportation," describes how these policies relate to the regional plans and whether conflicts could occur. Consistency with the Truckee Tahoe Airport Land Use Compatibility Plan is evaluated in Section 4.9, "Hazard and Hazardous Materials, and Section 4.13, "Noise," of this EIR. As discussed therein, implementation of the project would not affect operation of the airport.

The policy area of Truckee2040 is not located within the plan area of an adopted habitat conservation plan or natural community conservation plan, or other approved local, regional, or state conservation plan. Nor are any habitat conservation plans, natural community conservation plans, or similar plans being considered in the policy area. Therefore, Truckee2040would not conflict with a habitat conservation plan or natural community conservation plan. In addition, the GPU and Downtown Truckee Plan include several policies requiring consistency with the Development Code standards that are protective of cultural and historical resources. As discussed further in Section 4.5, "Cultural Resources," the project would not conflict with plan adopted for the protection of these resources.

Finally, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to opposed development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU-12.9). Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted by the Town to mitigate environmental effects, well as those adopted by agencies with jurisdiction over components of future development projects. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.12 MINERAL RESOURCES

This section describes existing conditions and impacts related to mineral resources within the policy area. No comments related to mineral resources were submitted in response to the notice of preparation for this EIR.

4.12.1 Regulatory Setting

FEDERAL

Bureau of Land Management

The U.S. Department of Interior, Bureau of Land Management (BLM) manages and administers the mineral estate of the federal government on behalf of all federal agencies. BLM also owns, manages, and administers the subsurface mineral estate for some 58 million acres of land below private and state landholders within the United States.

Mining Law of 1872

The General Mining Law of 1872 opened public lands to mineral acquisition by the location and maintenance of mining claims made through BLM. Mineral deposits subject to acquisition in this manner are referred to as "locatable minerals," and include both metallic (e.g., gold, silver, lead, copper, zinc, nickel) nonmetallic (including mica, building stone, uranium, gemstones, and heavy minerals in placer form), and some uncommon (rare) minerals.

Mineral Leasing Act of 1920

The Mineral Leasing Act of 1920 grants BLM the ability to lease certain solid minerals and mineral resources, including oil and gas, coal, geothermal resources, phosphate, sodium, and potassium. The Mineral Leasing Act establishes qualifications for lessees and sets term limits for the lease of specified minerals. BLM regulations for most types of minerals establish minimum rents and royalties to be paid by a lessee to the federal government.

Materials Act of 1947

The Materials Act of 1947 authorizes the federal government (through BLM) to sell mineral materials at fair market value. Mineral materials include sand, gravel, crushed rock, and other aggregate materials; pumice and other volcanic stone; peat and a variety of natural soil conditioners; and gypsum.

STATE

Public Resources Code Section 2207

This section requires mining operators to submit an annual report that identifies contact information for a designated representative, the location of the mining operation, an approved reclamation plan, status of mining operation, permitted size, and total production.

California Code of Regulations Section 3500

This section of the California Code of Regulations establishes State policy for the reclamation of mined lands and conduct of surface mining operations. All mining operations shall prepare and approve a reclamation plan that describes all actions and procedures related to mineral processing.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature to promote the conservation of the state's mineral resources, ensure adequate reclamation of mined lands, and prevent or minimize the negative impacts of surface mining to public health, property, and environment. Among other provisions, SMARA directs the State to classify land based on the presence of economically significant mineral deposits. Classification is

carried out under the Mineral Land Classification Project under the direction of the State Geologist. Once lands have been classified, they may be designated by the State Mining and Geology Board as mineral-bearing areas of statewide or regional significance if they are in areas where urban expansion or other irreversible land uses may occur that could restrict or preclude future mineral extraction. Designation is intended to prevent future land use conflicts and occurs only after consultation with lead agencies and other stakeholders.

The California Department of Conservation, Division of Mines and Geology (DMG) has developed guidelines for the classification and designation of mineral lands. These guidelines contain information on what are known as Mineral Resource Zones (MRZs), which together comprise a system of classifying lands based on their economic importance. The MRZ system consists of four categories into which lands may be classified based on the degree of available knowledge about the resource, and the level of economic significance of the resource. Details of the MRZ designations are as follows:

- MRZ-1: Areas where adequate information indicates that significant mineral deposits are not present, or where it is judges that it is unlikely that they are present.
- MRZ-2a: Areas where geologic data indicate that significant mineral deposits are present.
- MRZ-2b: Areas where geologic data indicate that significant mineral resources may be present.
- MRZ-3a: Areas containing mineral deposits, the significance of which cannot be deduced from the available data.
- MRZ-3b: Areas inferred to contain mineral deposits, the significant of which cannot be deduced from the available data.
- MRZ-4: Areas where the available information is inadequate for assignment into any other MRZ.

Areas classified as MRZ-2 are eligible for consideration as designated areas of statewide or regional significance and may undergo a formal designation process. DMG retains a list of publications of the SMARA Mineral Land Classification Project dealing with mineral resources in California. State law requires that general plan documents include policies for important mineral resource areas that address the conservation and development of identified mineral deposits, balance the value of these deposits against competing land uses, and minimize the impacts of mining activities.

LOCAL

Truckee Municipal Code

Chapter 18.60, Surface Mining and Reclamation Standards

This chapter of the Truckee Municipal Code sets forth standards and procedures for mineral processing, prospecting/extraction, and solar evaporation of mineral resources to ensure the continued availability of important mineral resources within Truckee. The provisions of SMARA, Public Resources Code Section 2207, and California Code of Regulations Section 3500 et seq., are incorporated by reference. Prior to initiating surface mining operations, a permit, Reclamation Plan, and financial assurances for reclamation must be approved by the Town of Truckee and certified by the California Department of Conservation. Pursuant to Section 18.60.110, "Annual Report Requirements," surface mining operations shall provide an annual surface mining report to the Town and the State Department of Conservation on a date established by the State Department of Conservation.

4.12.2 Environmental Setting

Mining activity in Nevada County dates to 1849 when placer gold was discovered in the rivers and creeks flowing through the area. Although Truckee is not known as a mining town, there are several important mineral resource areas within the area. More than half of the construction aggregate reserves in Nevada County are in the Truckee-Martis Valley region (CDMG 1990). Alluvial aggregates consist of gravel, sand, silts, and clay deposits that are used in production of concrete, asphalt, and brick; cinders are also used for building and road construction materials. Existing sand, gravel, silt, and clay deposits, classified as MRZ-2b and MRZ-3a deposits under SMARA (see definitions above),

are located within Truckee. These resources are chiefly associated with alluvial deposits along the length of the Truckee River Valley, although some mineral resources are associated with volcanic features, such as the Hirschdale cinder cone. MRZ-2b deposits consisting of sands, gravels, silts, and clays extend from State Route 89 to the eastern edge of Martis Valley along the course of the Truckee River.

Alluvial aggregate deposits within Truckee are presently mined for use as construction aggregate. Teichert Aggregates, an aggregate producer located in Truckee, produces construction aggregate from exposed deposits. Portions of this mineral deposit are within the policy area. Active mines include the Martis Valley Quarry (13879 Joerger Dive in southeast Truckee) and the Hirschdale Cindercone Mine (16674 Hinton Drive, northeast of town). In addition to the Truckee River alluvial deposits, Tioga-stage glacial outwash MRZ-2b deposits are known to occur near Gateway in the Donner-Truckee area of eastern Nevada County and Tioga-stage glacial outwash MRZ-3a deposits occur southwest of the Interstate 80 and State Route 89 intersection. Important mineral resources are mapped in Figure 4.12-1, which is a reproduction of Figure COS-2 in the GPU.

4.12.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide future development and resource management throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could reduce the availability of known mineral resources. The examination of mineral resources is based on information obtained from reviews of the project description and available literature, including documents published by the Town, Nevada County, state, and federal agencies, and published geological information.

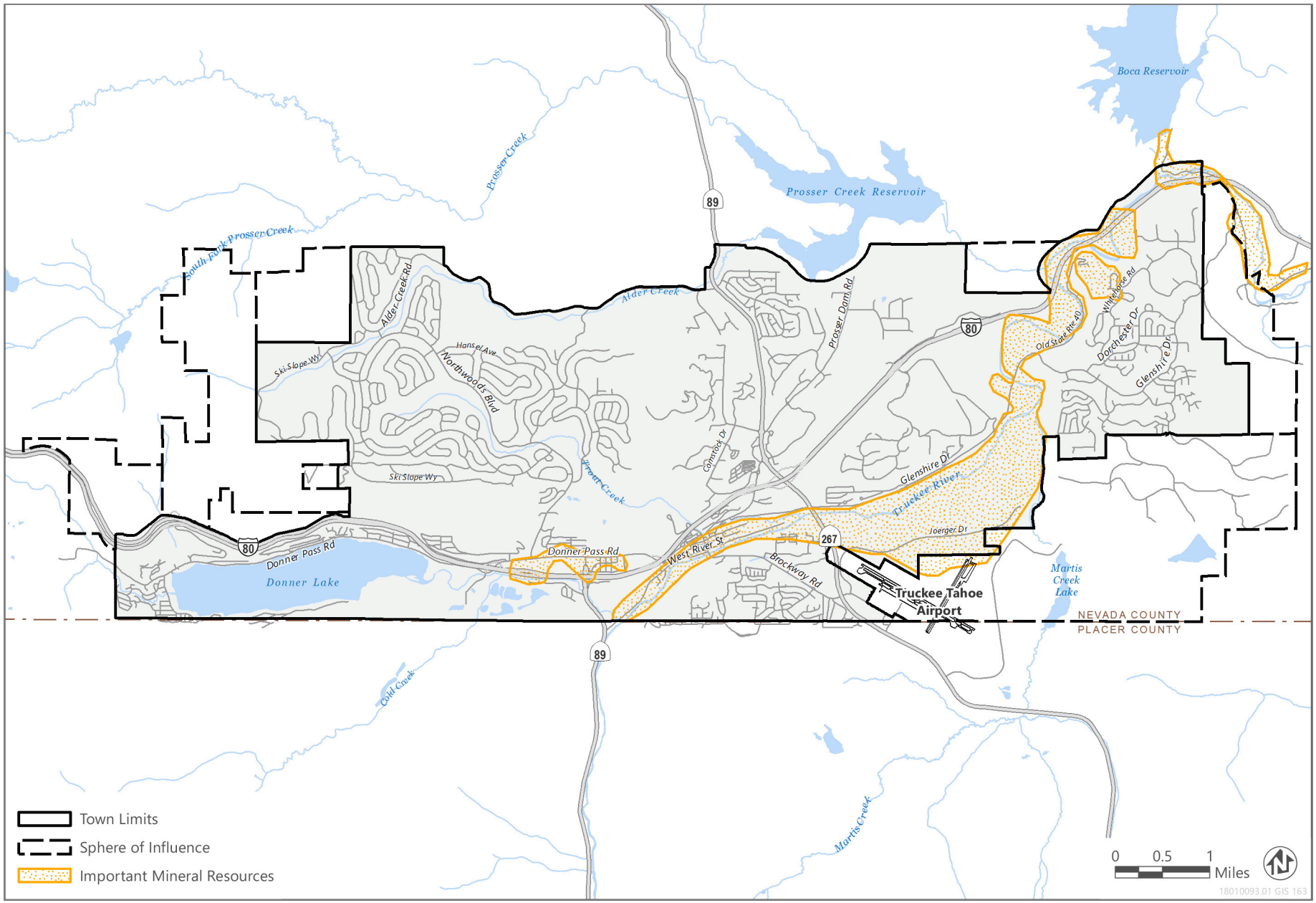
THRESHOLDS OF SIGNIFICANCE

The GPU would result in potentially significant impacts on mineral resources if projected development would result in either of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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; or
- 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.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to mineral resources. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.



Source: Town of Truckee 2006.

Figure 4.12-1 Mineral Resources

Conservation and Open Space Element

GOAL COS-4: Mineral Resources. Protect economically viable mineral resources and related industries in Truckee while avoiding land use conflicts and environmental impacts from mining activities.

- **Policy COS-4.1: Mineral Resource Deposits.** Maintain classification and/or designation reports and maps of mineral resource deposits as identified by the California State Geologist as having regional or statewide significance and any additional deposits identified by the Town, and as provided by the State Mining and Geology Board. Provide notice to landowners and the general public on the location of significant mineral resource deposits.
- **Policy COS-4.2: Permitted Uses in RC/OS Land Use Designation.** Restrict permitted uses on lands mapped as important Mineral Resource Areas (see Figure COS-2) within the Resource Conservation/Open Space and Public land use designations to those compatible with mineral resource extraction activities, except in cases where such uses offer public benefits that outweigh those of resource extraction.
- **Policy COS-4.3: Mining Operations Guidelines**. Require mining operations within the town limits to adhere to the following requirements:
  - demonstrate no significant adverse impacts from the mining operations on adjoining areas and uses, including, but not limited to, those associated with noise, dust, and vibration;
  - demonstrate no substantial increase in hazards to neighboring uses, water quality, air quality, or biological resources;
  - demonstrate that the proposed plan complies with existing applicable County and State waste management standards;
  - incorporate sufficient buffering between mining operations and adjacent non-mining uses to minimize noise in accordance with the standards described in the Safety and Noise Element; and
  - incorporate landscaping buffers and other measures to minimize visual impacts to the extent possible.
- **Policy COS-4.4: California Surface Mining and Reclamation Act.** Require all mining projects to be conducted in accordance with a reclamation plan that meets the minimum reclamation standards required by the California Surface Mining and Reclamation Act and associated regulations.
- **Action COS-4.A: Amendment of Mineral Resource Maps as Needed.** Amend the map of important mineral resources, included in this General Plan Element as Figure COS-2, when a new or revised mineral resource classification report is published by the California State Geologist. The figure shall be amended to reflect the new or revised report within 12 months of its publication.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan that specifically address mineral resources.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- Loss of Availability of a Locally Important Mineral Resource Recovery Site

Although the GPU includes a map of mineral resources, as mapped by the California Department of Conservation, there are no locally important mineral resource recovery sites delineated in the Town's general plan or other applicable land use plan. Therefore, locally designated mineral resources are not evaluated separately below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.12-1: 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

There are areas within the town that contain known mineral resources. The GPU reduces the potential for implementation of the project to result in the loss of mineral resources through the designation of much of the land with mapped mineral resources as Resource Conservation/Open Space and Public and including policies that restrict uses in these areas to those compatible with mineral resource extraction. This impact would be **less than significant**.

The GPU could result in a significant impact if it would result in the loss of availability of a mineral resource that would be of value to the region and the residents of the state—for example, if development were permitted that created surface land use incompatibilities with mining operations or precluded access to subsurface mineral resources. As illustrated in Figure 4.12-1, there is a band of mineral resources generally associated with the alignment of the Truckee River. Where this land is currently undeveloped and there are not existing uses that preclude mineral extraction, these areas are generally designated as Resource Conservation/Open Space and Public in the Draft Land Use Diagram (see Figure 3-4 in Chapter 3, "Project Description").

Active mining operations are currently limited to the aggregate mining area at the Martis Valley Quarry operated by Teichert Aggregates in the eastern part of Truckee. The GPU would designate this area Public, which would not permit permanent sensitive land uses such as residential development to occur in these areas. The GPU would also carry forward goals, policies, and actions that would seek to reduce incompatibilities between sensitive land uses (e.g., residential developments) and the extraction of mineral resources, while fostering future development of such resources as an important aspect of the Town's economy. The GPU would provide for protection of designated mineral resources, thereby protecting related industries, through Goal COS-4, "Mineral Resources." In support of this goal, the GPU includes Policy COS-4.1 and Action COS-4.A, pursuant to which the Town would recognize, accept, and adopt by reference State Classification Reports that provide information on the location of significant mineral deposits in and around Truckee. In addition, the GPU includes policies to facilitate mineral resource extraction in areas with compatible land use designations. Policy COS-4.2 would restrict the types of uses that the Town allows on lands mapped as important Mineral Resource Areas by the State (see Figure 4.12-1) that are within the Resource Conservation/Open Space land use designation to those compatible with mineral resource extraction activities and Policy COS-4.2 would restrict permitted uses on lands containing important mineral resources within the Public land use designation to those compatible with mineral extraction, except in cases where such uses offer public benefits that outweigh those of resource extraction. (These exceptions are expected to be rarely, if ever, permitted, and such projects would be required to conduct a CEQA analysis to identify any significant impacts.) Policy COS-4.3 sets forth guidelines new or expanded mining operations must adhere to, which would minimize incompatibility between mining operations and existing or future land uses.

The mineral resources policies and actions identified in the GPU provide a framework for identifying, recognizing, updating, and protecting areas with significant mineral resource potential. These policies and actions would protect existing and future designated mineral resources, and would prevent land use incompatibilities with mining operations, which would result in a **less-than-significant** impact.

Mitigation Measures

No mitigation is required for this impact.

4.13 NOISE

This section includes a summary of applicable regulations related to noise, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with implementation of the project. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data is provided in Appendix D.

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding the potential for increased noise as a result of vehicle traffic, airport use, and future venues that may result from population and visitation growth, and the potential effects on existing and future land uses.

4.13.1 Regulatory Setting

FEDERAL

Federal Noise Control Act of 1972

The Federal Noise Control Act of 1972 established a requirement that all Federal agencies must comply with applicable Federal, State, interstate, and local noise control regulations. Federal agencies also are directed to administer their programs in a manner that promotes an environment free from noise that jeopardizes public health or welfare.

U.S. Environmental Protection Agency Office of Noise Abatement and Control

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to state and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

Federal Transit Administration

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 4.13-1.

Table 4.13-1 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

[4] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018:123–126.

STATE

California Building Code Sound Transmission Standards

California's noise insulation standards became effective in 1974. In 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, CCR). Noise within habitable units that is attributable to external sources is regulated by the California Building Standards codified in CCR, Title 24, Part 2, Section 1207. These standards are enforceable at the time of construction or during occupancy and apply to habitable units with common interior walls, partitions, and ceilings or those adjacent to public areas such as halls, corridors, stairways, and service areas. Under these standards the interior noise levels attributable to exterior sources shall not exceed 45 decibels (dB) in any habitable room. The noise metrics used to measure these levels can be day-night average sound level (L_{dn}) or Community Noise Equivalent Level (CNEL), consistent with the local general plan. An acoustical analysis documenting compliance with the interior sound level standards shall be prepared for structures containing habitable rooms. The commission also specifies that residential buildings or structures proposed to be located within exterior L_{dn} contours of 60 dB or greater, generated by an existing or planned freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior L_{dn} of 45 dB. Under California Public Resources Code Section 25402.1(g), all cities and counties in the state are required to enforce the adopted California Building Code, including these standards for noise in interior environments.

California Governor's Office of Planning and Research

The California Governor's Office of Planning and Research publishes the *State of California General Plan Guidelines* (OPR 2017), which provide recommended standards for the acceptability of various types of land uses within specific CNEL contours. The noise standards are intended to provide guidelines for the development of noise elements. These basic guidelines may be tailored to reflect the existing noise and land use characteristics of a particular community. The noise compatibility guidelines in Table 4.13-2 show the exterior noise standards recommended by the State for new development projects according to land use. Citing EPA materials and the State Sound Transmissions Control Standards, the State's general plan guidelines recommend interior and exterior CNEL of 45 and 60 dB for residential units, respectively (OPR 2017:378).

California Department of Transportation

In 2020, Caltrans published the Transportation and Construction Vibration Manual (Caltrans 2020a). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 4.13-3 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 4.13-2 State Land Use Compatibility Standards for Community Noise Environment

Land Use Category	Community Noise Exposure - L_{dn} or CNEL (db)													
	50		55		60		65		70		75		80	
Residential – Low-Density Single Family, Duplex, Mobile Homes														
Residential - Multi-Family														
Transient Lodging – Motels, Hotels														
Schools, Libraries, Churches, Hospitals, Nursing Homes														
Auditoriums, Concert Halls, Amphitheaters														
Sports Arenas, Outdoor Spectator Sports														
Playgrounds, Neighborhood Parks														
Golf Courses, Riding Stables, Water Recreation, Cemeteries														
Office Buildings, Business Commercial and Professional														
Industrial, Manufacturing, Utilities, Agriculture														

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development generally should not be undertaken.

Source: Derived from Figure 2 of the Office of Planning and Research General Plan Guidelines (OPR 2017).

Table 4.13-3 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Notes: PPV= Peak Particle Velocity; in/sec = inches per second

Source: Caltrans 2020a:38.

Traffic Noise Analysis Protocol

In May 2020, Caltrans adopted the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol) pursuant to 23 CFR 772. The Protocol applies to any highway projects or multimodal project that (1) requires Federal Highway Administration (FHWA) approval regardless of funding sources or (2) is funded with Federal-aid highway funds. Application of the Protocol and the procedures it provides ensures compliance with FHWA noise standards (Caltrans 2020b).

LOCAL

Town of Truckee Municipal Code

9.20.020, Loud and Unreasonable Noise Prohibited

A. It is unlawful for any person to make, continue, or cause to be made or continued any noise disturbance. The factors which should be considered in determining whether a violation of this section exists, include the following:

1. The sound level of the objectionable noise.
2. The sound level of the ambient noise.
3. The proximity of the noise to dwelling units, hospital, hotels and the like.
4. The zoning of the area.
5. The population density of the area.
6. The time of day or night, provided that noises occurring between the hours of 10:00 pm and 7:00 am may constitute a noise disturbance even if the same noises occurring at other times of day would not constitute a noise disturbance.
7. The duration of the noise.
8. Whether the noise is recurrent, intermittent, or constant.
9. Whether the noise is produced by a commercial or noncommercial activity.
10. Whether the nature of the noise is usual or unusual.
11. Whether the noise is natural or unnatural.

9.20.030, Exemptions

E. **Right-of-way construction.** The provisions of this chapter shall not apply to any work performed in the town rights-of-way by the Town or pursuant to an encroachment permit issued by the Town.

G. **Construction.** Noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the Town as required; and provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday (Town of Truckee 2021a:9-52, 9-53).

Town of Truckee Development Code

18.44.040, Exterior Noise Standards

Section 18.44.030 of the Municipal Code (Exterior Noise Standards) states that it is unlawful "for any person, at any location within the Town, to create any noise or to allow the creation of any noise on property leased, occupied, owned, or otherwise controlled by the person which does not comply with the provisions of the Section, unless the provision of either Section 18.44.050 (Residential Interior Noise Standards) or 18.44.070 (Exceptions), below have been met." Exterior noise level criteria in Section 18.44.040 presented as Table 4.13-4, below.

A. **Exterior levels.** Exterior noise levels, when measured at any receiving church, commercial, hospital, public library, residential or school property, do not conform to the provisions of this section when they exceed the noise level standards presented as Table 4.13-4, below.

B. **Ambient noise level adjustment**. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standards shall be adjusted to equal the ambient noise level. For example, if the applicable noise level standard is 60 dB(A) and the ambient noise level is 63 dB(A), the applicable noise level standard would be adjusted to 63 dB(A). In these cases, a use would not exceed the applicable noise level standard if it did not increase the ambient noise level by more than 3.0 dB(A) when the ambient noise level is between 60 and 65 dB(A) or by more than 1.5 dB(A) when the ambient noise level is greater than 65 dB(A).

C. **Simple tone noises.** Each of the noise level standards specified above shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

D. **Intruding noise source**. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period to allow measurement of the ambient noise level, the noise level measured while the source is in operation shall be compared directly to the applicable noise level standards presented as Table 4.13-4, below.

E. **Equipment noise.** The noise level standard applicable to the emission of sound from regulators, transformers and associated equipment in electrical substations shall be 60 dB(A).

Table 4.13-4 Noise Standards by Receiving Land Use

Noise Level Standards (dB)		
Cumulative Number of Minutes in Any Hour	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hospital, Library, Religious Institution, Residential, or School Uses		
30[1]	55	50
15	60	55
5	65	60
1	70	65
0	75	70
Commercial Uses		
30	65	60
15	70	65
5	75	70
1	80	75
0	85	80

Note: dB = decibels.

[1] For example, this means the measured noise level may not exceed 55 dB for more than 30 minutes out of any one hour time period.

Source: Town of Truckee 2021b.

F. **Commercial/Industrial exterior noise standard.** Whenever a new office, commercial, hotel/motel or light industrial use is proposed on a parcel where the existing ambient noise levels may exceed 70 dB(A) CNEL, the land use permit application shall include an acoustical analysis of the effect of noise sources on the use. The acoustical analysis shall identify appropriate mitigation measures that reduce noise levels to acceptable levels. These mitigation measures shall be incorporated into the design, construction, and operation of the use. Office, commercial, hotel/motel and light industrial uses that cannot mitigate noise levels to "Normally Acceptable" levels as defined in General Plan Figure N-3 (Noise Compatibility Guidelines) shall not be approved.

G. **Public/Institutional exterior noise standard.** Whenever a hospital, library, school, congregate care, or similar public or institutional use is proposed on a parcel where the existing ambient noise levels may exceed 65 dB(A) CNEL,

the land use permit application shall include an acoustical analysis of the effect of noise sources on the use. The acoustical analysis shall identify appropriate mitigation measures that reduce noise levels to acceptable levels. These mitigation measures shall be incorporated into the design construction and operation of the use. Public and institutional uses that cannot mitigate noise levels to "Normally Acceptable" levels as defined in General Plan Figure N-3 (Noise Compatibility Guidelines) shall not be approved.

H. **Sensitive land uses.** Whenever a use is proposed on a parcel where the expected noise levels generated by the use, when measured at any receiving church, hospital, public library, residential or school property may exceed the noise level standards presented as Table 4.13-4, above, the land use permit application shall include an acoustical analysis of the effect of the noise generated by the use on the sensitive land use property. An acoustical analysis shall also be required when a commercial or industrial loading dock or area is located within 300 feet of a sensitive use. The acoustical analysis shall identify appropriate mitigation measures that reduce exterior noise levels to acceptable levels presented as Table 4.13-4, above. These mitigation measures shall be incorporated into the design, construction, and operation of the use.

I. **Mitigation.** Reasonable noise mitigation measures including building setbacks, alternative site design techniques and alternative building orientation layouts shall be employed in lieu of sound walls, perimeter and/or barrier fencing, or earthen berms to mitigate noise impacts. Sound walls may only be used if the review authority finds that there are no other reasonable mitigation measures available and that the height, location, aesthetics, and screening of the sound wall comply with all other applicable sections of this Development Code.

18.44.050, Residential Interior Noise Standards

Single-family and multi-family residential development shall be designed and constructed to comply with the interior noise standards of this Section.

A. **Interior noise standard.** Whenever a new single-family or multi-family dwelling unit is proposed on a parcel where the existing exterior ambient noise level may exceed 60 dB(A) CNEL, the land use permit application shall include an acoustical analysis showing the dwelling unit has been designed to limit intruding noise to an interior CNEL of 45 dB, in compliance with California Code of Regulations Title 24, Part 2.

B. **Residential development affected by aircraft noise.** Land use permit applications for residential structures proposed within the Airport 55 dB CNEL contour shall comply with the provisions of Section 18.64.060 (Airport Noise Zones).

C. **Noise mitigation measures.** Whenever interior noise levels may exceed 45 dB CNEL, residential developments shall incorporate the following noise mitigation measures, where appropriate:

1. Increase the distance between the noise source and the receiver;
2. Locate bedrooms on the side of the structure away from major public rights-of-way; and/or
3. Locate land uses not sensitive to noise (e.g., garages, maintenance facilities, parking lots, utility areas, etc.) between the noise source and the receiver.

D. **Noise barrier standards.** The minimum acceptable surface weight for a noise barrier is 4 pounds per square foot (equivalent to three-fourths inch plywood). Noise barriers shall interrupt the line-of-sight between the noise source and the receiver. The barrier shall be of a continuous material which is resistant to sound and may including the following:

1. Earth berm; or
2. Split-faced masonry block; or
3. Precast or board-form concrete.

18.44.060, Prohibited Acts

The following acts, and the causing or allowing of these acts, are a violation of this Section:

A. **Places of public entertainment.** Operating or allowing to be operated any loudspeaker, musical instrument or other source of sound in any place of public entertainment that exceed 95 dB(A) at any point normally occupied by a customer, without a conspicuous and legible sign stating, "WARNING! Sound levels within may cause hearing impairment." Nothing in this Section shall be construed to allow any violation of Section 18.44.040 (Exterior Noise Standards) or any noise disturbance in any place of public entertainment;

B. **Emergency signaling devices.** The intentional sounding or allowing the sounding outdoors of any burglar, civil defense or fire alarm, siren, whistle or similar stationary emergency signaling device, except for emergency purposes or for testing, which shall only be conducted in the following manner:

   1. The testing of a stationary emergency signaling device shall not occur before 7:00 a.m. or after 7:00 p.m. Any testing shall use only the minimum cycle test time. The test time shall not exceed 60 seconds; and

   2. The testing of the complete emergency signaling system, including the functioning of the signaling device, and the personnel response to the signaling device, shall not occur more than once in each calendar month. The testing shall not occur before 7:00 a.m. or after 10:00 p.m. The times specified in Subsection 1, above, shall not apply to the complete system testing.

C. **Sounding of alarms.** Sounding or allowing the sounding of any exterior burglar or fire alarm or any motor vehicle burglar alarm unless the alarm is terminated within 15 minutes of activation.

D. **Stationary non-emergency signaling devices.**

   1. Sounding or allowing the sounding of any electronically amplified signal from any stationary bell, chime, siren, whistle or similar device, intended primarily for nonemergency purposes, from any place, for more than 10 seconds in any one-hour period;

   2. Religious institutions shall not be exempt from the provisions of this Section. However, reasonable accommodation shall be provided for public services. "Reasonable" is defined, for the purposes of this Section, as the minimum necessary to allow freedom of expression; and

   3. Sound sources covered by this Section and not exempted under Subsection B, above, may be exempted by a Variance, approved in compliance with Chapter 18.44.

E. **Loading and unloading.** Closing, loading, opening, unloading or other handling of boxes, building materials, containers, crates, garbage cans or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in a manner that causes a noise disturbance beyond a residential property line. This action shall not apply to activities where the items handled are still in interstate commerce; and

F. **Residential air conditioning, refrigeration, and heating.** Notwithstanding the provisions of Section 18.44.040 (Exterior Noise Standards) where the intruding noise source is a residential air conditioning or a refrigeration system, heating system or associated equipment installed before the effective date of this Section, the exterior noise level shall not exceed 55 dB(A). For equipment installed after the effective date of this Section, the exterior noise level shall not exceed 50 dB(A).

18.44.070, Exceptions

A. **Construction.** The provisions of this Chapter shall not apply to noise sources associated with non-single-family residential construction, provided the activities do not take place before 7:00 a.m. or after 9:00 p.m. on any day except Sunday, or before 9:00 a.m. or after 6:00 p.m. on Sunday. The review authority may impose further limitations on the hours and day of construction or other measures to mitigate significant noise impacts on sensitive uses.

B. **Single-family dwelling construction.** The provisions of this Chapter shall not apply to noise sources associated with single-family residential construction on a single-family lot.

C. **Emergency exception.** The provisions of this Section shall not apply to:

1. The emission of sound for the purpose of alerting persons to the existence of an emergency; or
2. The emission of sound in the performance of authorized emergency work.

D. **Maintenance of equipment.** Notwithstanding the provisions of Sections A through C, above, no exceptions to the provisions of this Section shall apply where the equipment used for those activities is not maintained in good condition which would result in unnecessarily creating a noise disturbance or exceeding the standards in Section 18.44.040 (Exterior noise standards), above.

E. **Municipal Code provisions.** The provisions of this Section shall not apply where noise standards are specified elsewhere in the Municipal Code.

F. **Public health, safety, and welfare activities.** The provisions of this Section shall not apply to construction or maintenance and repair operations conducted by public agencies and/or utility companies or their contractors which are deemed necessary to serve the best interests of the public and to protect the public health, safety and welfare, including debris and limb removal, removal of downed wires, repairing of gas lines, oil lines, roads, sewers, sidewalks, storm drains, traffic signals, water hydrants and mains, restoring electrical service, street sweeping, unplugging sewers, vacuuming catch basins, etc.

G. **Public transportation facilities.** The provisions of this Section shall not apply to any airports, railroad facilities including but not limited to trains, rolling stock and railroad equipment, publicly owned roads and rights-of-way, or other similar facilities.

H. **Solid waste collection.**

1. The provisions of this Section shall not apply to noise sources associated with the authorized collection of solid waste (e.g., refuse and garbage), provided the collection activities do not take place between the hours of 10:00 p.m. and 6:00 a.m.
2. Any noise complaints associated with the collection of solid waste shall be resolved to the satisfaction of the Town Manager. The Town Manager may require modifications to pick-up schedules, equipment used, or any other reasonable means deemed appropriate by the Town Manager to resolve the noise complaints, including changing the 6:00 a.m. time to a later time (e.g., 7:00 a.m.) for any portion of the Town.

I. **State or Federal preempted activities.** The provisions of this Section shall not apply to any activity regulated by State or Federal law including, but not limited to, trains, rolling stock and railroad equipment.

J. **Town parks.** The provisions of this Section shall not apply to public agency sanctioned recreational activities/programs conducted in public parks.

K. **Warning devices.** Warning devices necessary for the protection of public safety (e.g., ambulance, fire and police siren) shall be exempted from the provisions of this Section.

Truckee Tahoe Airport Land Use Compatibility Plan

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the preparation of an airport land use compatibility plan (ALUCP) for nearly all public-use airports in the state. The intent of an ALUCP is to encourage compatibility between an airport and the various land uses surround it (Caltrans 2011).

California State law requires the county board of supervisors to establish an airport land use commission (ALUC) in each county with an airport operated for the benefit of the general public. The Public Utilities Code also sets forth a range of responsibilities, duties, and powers of the ALUC. These include reviewing general plans, proposed changes to zoning code and ordinances, land use actions and development projects, and airport development plans for consistency with compatibility policies. California State law also dictates that the county and affected cities modify their general and specific plans to be consistent with the ALUC's plan or to take steps to overrule the ALUC. State law allows the county board of supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. Because the Truckee Tahoe Airport exists on the border of Nevada and Placer Counties, a special ALUC with

representatives from both counties was formed. The Placer and Nevada Counties' Boards of Supervisors, City Selection Committees, and Airport Managers elect six members, one at a time, followed by a seventh member who is chosen by the aforementioned six members. This seven-member group comprises the Truckee Tahoe Airport Land Use Commission (TTALUC 2016).

The Truckee Tahoe Airport Land Use Compatibility Plan, which was adopted in 2016, sets forth a series of policies to avoid the establishment of noise-sensitive land uses within the vicinity of the airport that could be exposed to significant levels of aircraft noise. The maximum CNEL considered normally acceptable for new residential land uses near the Truckee Tahoe Airport is 60 dB, calculated for future busy-season aircraft activity levels.

4.13.2 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this large range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB).

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. All sound levels discussed in this section are expressed in A-weighted decibels. Table 4.13-5 describes typical A-weighted noise levels for various noise sources.

Table 4.13-5 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013: Table 2-5.

Human Response to Changes in Noise Levels

As described above, the doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013:2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013:2-10). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Ground Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2018:110; Caltrans 2013:6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018:110, 199; Caltrans 2020a:7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018:120; Caltrans 2020a:27).

Table 4.13-6 summarizes the general human response to different ground vibration-velocity levels.

Table 4.13-6 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2018:120.

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018:113).

Ground vibration levels generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Common Noise Descriptors

Noise in our daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound

level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by Caltrans and FTA (Caltrans 2013:2-47; FTA 2018:210).

Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified (Caltrans 2013:2-48; 2018:207–208).

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB "penalty" applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013:2-48; FTA 2018:214).

Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013:2-48).

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on geometric spreading, ground absorption, atmospheric effects, and shielding by natural or human-made features, described in detail below.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuate rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a

receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013:2-41; FTA 2018:42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018:16). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2018:15, 104, 106).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses, such as parks, schools, historic sites, cemeteries, sensitive habitats, and recreation areas, are also generally considered sensitive to increases in exterior noise levels. Places of worship, hotels and transient lodging, libraries, and other places where low interior noise levels are desirable are also considered noise sensitive. These noise-sensitive uses are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The predominant noise sources within the Town of Truckee are mobile sources, including motor vehicles on roadways, freight and passenger trains, and aircraft. Stationary sources do not tend to substantially increase ambient noise levels in proximity to areas dominated by residential development and other sensitive receptors. Although there are exceptions, most large noise-generating operations (e.g., aggregate mining) are located away from these receptors. A total of 12 ambient noise level measurements, consisting of eleven 15-minute short-term (ST) measurements and one 24-hour long-term (LT) measurement, were conducted to characterize the existing noise environment at different locations throughout the Town (see Table 4.13-7). Figure 4.13-1 shows the locations of each noise level measurement and summarizes the measured noise level at each location.

As shown in Table 4.13-7, the equivalent continuous sound level (L_{eq}) measurements at ST-2, -3, -4, -6, -7, -9, -10, and -11 exceed 60 dB L_{eq}. Sensitive receptors near these measurements include residential land uses, open space, and recreational areas. Notably, these values were derived over a 15-minute period and are intended to reflect ambient sound levels during that period alone. The measurement at LT-1, taken over a 24-hour period, provides a CNEL for that location of 63.5 dB, exceeding 60 dB CNEL.

Table 4.13-7 Summary of Ambient Noise Level Measurements

Measurement Location	Start (Date/Time)	Stop (Date/Time)	A-Weighted Noise Level (dB)			Nearby Noise-Sensitive Land Uses
Short-Term			L_{eq}	L_{max}	L_{min}	
ST-1: North Shore Road (SR 267), outside Hampton Inn	October 19, 2018 8:52 a.m.	October 19, 2018 9:07 a.m.	55.7	70.0	49.1	Hotel
ST-2: Intersection of Old Brockway Road and Palisades	October 19, 2018 10:06 a.m.	October 19, 2018 10:21 a.m.	67.0	88.2	50.5	Single-family residential, recreational area
ST-3: Intersection of Martis Valley Road and Bridge Street, outside River Street Inn	October 19, 2018 10:30 a.m.	October 19, 2018 10:45 a.m.	68.1	83.9	54.4	Hotel, single-family residential
ST-4: Intersection of Martis Valley Road and Jeffrey Pine Road	October 19, 2018 9:45 a.m.	October 19, 2018 10:00 a.m.	63.9	89.7	42.8	None (commercial land uses)
ST-5: SR 267 west of the Truckee Bike Park	October 19, 2018 1:25 p.m.	October 19, 2018 1:40 p.m.	54.1	74.5	44.1	Recreational facilities (town park)
ST-6: Intersection of Glenshire Road and Woodbridge Court	October 19, 2018 12:53 p.m.	October 19, 2018 1:08 p.m.	61.4	83.3	27.8	Single-family residential
ST-7: I-80 near the California Agriculture Inspection Station	October 19, 2018 12:25 p.m.	October 19, 2018 12:40 p.m.	70.9	81.4	61.8	None (industrial land uses)
ST-8: Intersection of Rainbow Dr. and Snowshoe Circle	October 19, 2018 11:58 a.m.	October 19, 2018 12:13 p.m.	51.8	70.4	29.2	Single-family residential
ST-9: End of Joerger Road, outside Teichert Aggregates	October 19, 2018 9:17 a.m.	October 19, 2018 9:32 a.m.	62.7	77.3	47.4	None (industrial land uses)
ST-10: Donner Pass Road near Tahoe Donner Beach Club Marina	October 19, 2018 11:04 a.m.	October 19, 2018 11:19 a.m.	66.6	77.0	54.5	Single-family residential, open space
ST-11: Intersection of Fjord Road and Northwoods Blvd.	October 19, 2018 11:30 a.m.	October 19, 2018 11:45 a.m.	65.2	84.6	38.4	Single-family residential

Measurement Location	Start (Date/Time)	Stop (Date/Time)	CNEL/L_{dn}	Daytime			Nighttime			Nearby Sensitive Receptors
Long-Term				L_{eq}	L_{max}	L_{min}	L_{eq}	L_{max}	L_{min}	
LT-1: On the corner of Jibboom Street and Spring Street	October 18, 2018 3:45 p.m.	October 19, 2018 5:50 p.m.	63.5/63.0	60.8	80.7	49.7	53.7	79.2	44.2	Mixed use

Notes: CNEL = community noise equivalent level; dB = decibel; L_{eq} = equivalent continuous sound level; L_{max} = maximum noise level; L_{min} = minimum noise level; LT = long term; ST = short term; SR = State Route; Dr. = drive; Blvd. = boulevard.

See Figure 4.13-1 for map of locations.

Source: Field data collected by Ascent in October 2018.

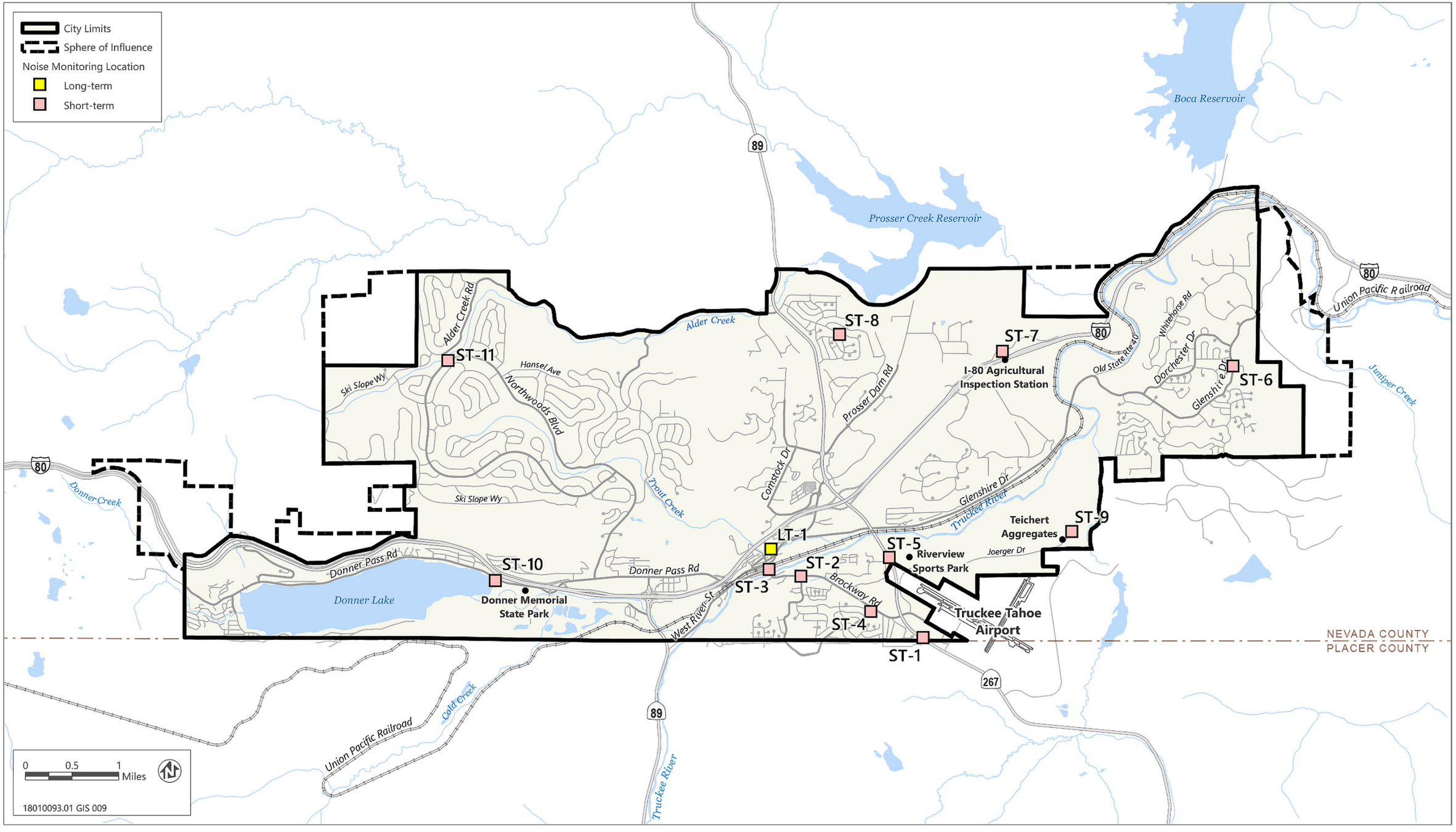


Figure 4.13-1 Ambient Noise Measurement Locations

Existing Traffic Noise

Several major roadways run through the town and contribute a notable amount of noise to the ambient environment. These roadways include State Route (SR) 89, SR 267, and Interstate 80 (I-80). This section provides the existing traffic noise contours developed using traffic volumes under existing conditions (2018). Traffic noise data for all modeled roadways, including distances to the 70 dB, 65 dB, and 60 dB CNEL contours, are presented in Table 4.13-8 and Figure 4.13-2.

Table 4.13-8 Existing 2018 Traffic Noise Levels and Contours

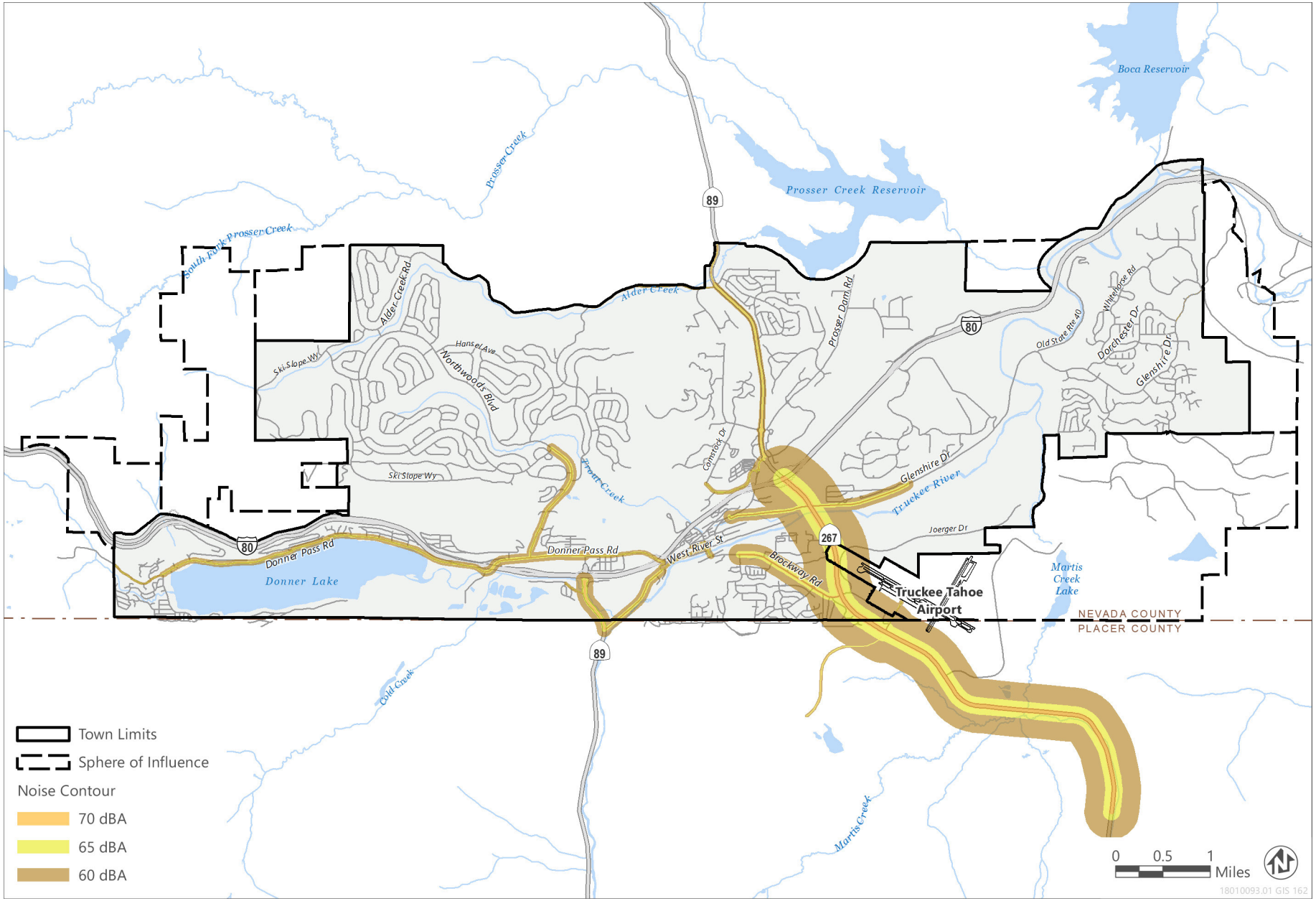
Corridor and Segment		Noise (dB CNEL) at 100 feet from Roadway	Noise Contour Distance in Feet		
			60 dB	65 dB	70 dB
1	Donner Pass Road from Western Town Limit to South Shore Drive	54.1	26	8	3
2	Donner Pass Road from South Shore Drive to Cold Stream Road	61.5	142	45	14
3	Northwood Boulevard from Donner Pass Road to Lamplighter Way	63.2	208	66	21
4	Northwoods Boulevard from Lamplighter Way to Northwoods Boulevard	62.2	165	52	17
5	Donner Pass Road from SR 89 South to Cold Stream Road	63.4	221	70	22
6	Deerfield Drive from SR 89 South to Dolomite Way	58.4	68	22	7
7	West River Street from SR 89 South to McIver Crossing	63.6	231	73	23
8	SR 89 South from West River Street to Southern Town Limit	65.6	366	116	37
9	SR 89 South from Southern Town Limit to Central I-80 Interchange	65.9	387	122	39
10	Donner Pass Road from SR 89 South to Central I-80 Interchange	60.1	103	33	10
11	McIver Crossing from West River Street to High Street	56.3	43	13	4
12	Bridge Street from So East River Street to East River Street	61.8	153	48	15
13	Donner Pass Road from Bridge Street to Spring Street	59.7	92	29	9
14	West River Street from Bridge Street to McIver Crossing	59.4	86	27	9
15	Brockway Road from Palisades Road to Reynold Way	67.0	501	159	50
16	Glenshire Drive from Truckee Way to Highland Avenue	64.6	287	91	29
17	Glenshire Drive from Dorchester Way to Eastern Town Limit	44.1	3	1	-
18	Truckee Way from Pioneer Trail to SR 89	60.6	114	36	11
19	Pioneer Trail from Truckee Way to Comstock Drive	58.4	69	22	7
20	SR 89 North from Northern Town limit to Alder Creek Road	58.1	65	21	7
21	SR 89 North from Alder Drive to Truckee Way	61.4	139	44	14
22	SR 267 from I-80 to Brockway Road	70.8	1216	385	122
23	SR 267 from Brockway Road to Airport Road	71.8	1518	480	152
24	SR 267 from Airport Road to Northstar Drive	71.2	1310	414	131
25	Alder Creek Road from SR 89 to Schussing Way	58.3	67	21	7
26	Brockway Road from Reynold Way to SR 267	66.1	410	130	41
27	Airport Road from SR 267 to Chandelle Way	61.9	154	49	15
28	Schaffer Mill Road from SR 267 to Lodge Trail Drive	59.3	85	27	8

Notes: SR = State Route; dB = a-weighted decibels

Gray shaded cells reflect roadway segments exceeding 60 dB CNEL at 100 feet from the roadway centerline.

All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. All noise levels are reported as A-weighted noise levels.

Source: Modeled by Ascent, Inc. (2022); based on traffic data provided by LSC Transportation Consultants, Inc. (2022)



Source: Data received from Town of Truckee in 2021; adapted by Ascent in 2022.

Figure 4.13-2 Roadway Noise Contours

Existing Railroad and Airport Noise

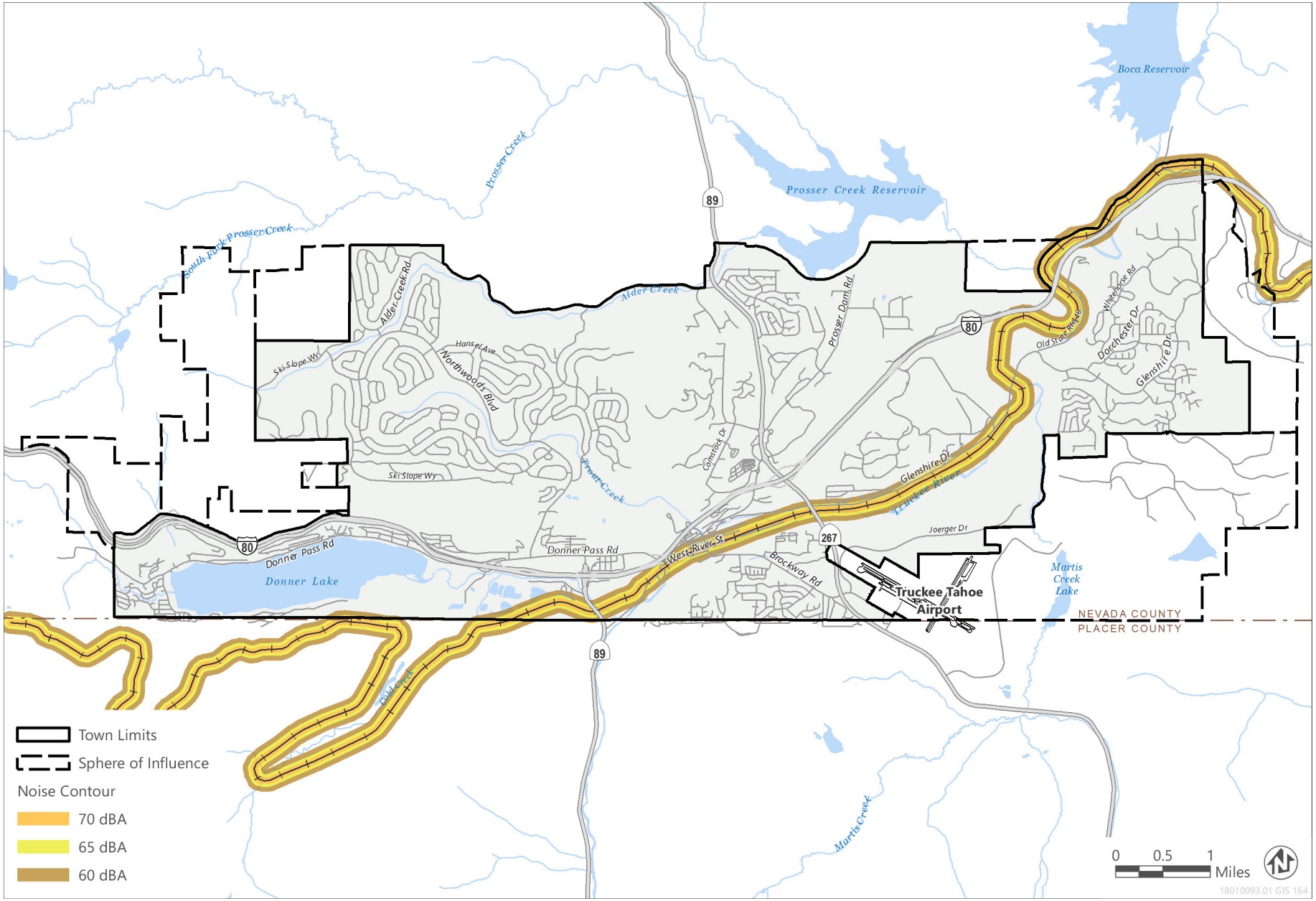
A Union Pacific Railroad (UPRR) line bisects Truckee from east to west. The railroad supports freight and passenger trains that generate intermittent loud noise and vibration as they enter and exit the town. Levels of noise generated by an individual train are dependent on the train type, speed, length, and engine and whether the train uses a warning whistle. As detailed in the Existing Conditions Report, train engines typically generate maximum sound levels of approximately 80–85 dB, while train cars generate sound levels in a range of 70–75 dB at 100 feet from railway tracks (Town of Truckee 2019:57-58).

Trains are required to sound their warning whistles near at-grade vehicle crossings, including the Bridge Street crossing in the Downtown Specific Plan area, to warn motorists of the oncoming train. Often, trains sound their warning whistles when entering or leaving a train station, such as the Amtrak Train Station in the town of Truckee. At a distance of 100 feet, a train warning whistle can generate maximum sound levels of about 100–105 dB (Town of Truckee 2019:58).

Noise measurements along the railroad were collected for the purposes of the Town of Truckee 2025 General Plan Noise Element. The town is currently served by one daily Amtrak passenger train (California Zephyr line) in each direction, consistent with that which was analyzed in the Town of Truckee 2025 General Plan. Additionally, approximately 25 freight trains per day operate through the town, and it is assumed that the number of trains and associated noise is consistent with that which was analyzed for the Town of Truckee 2025 General Plan Noise Element.

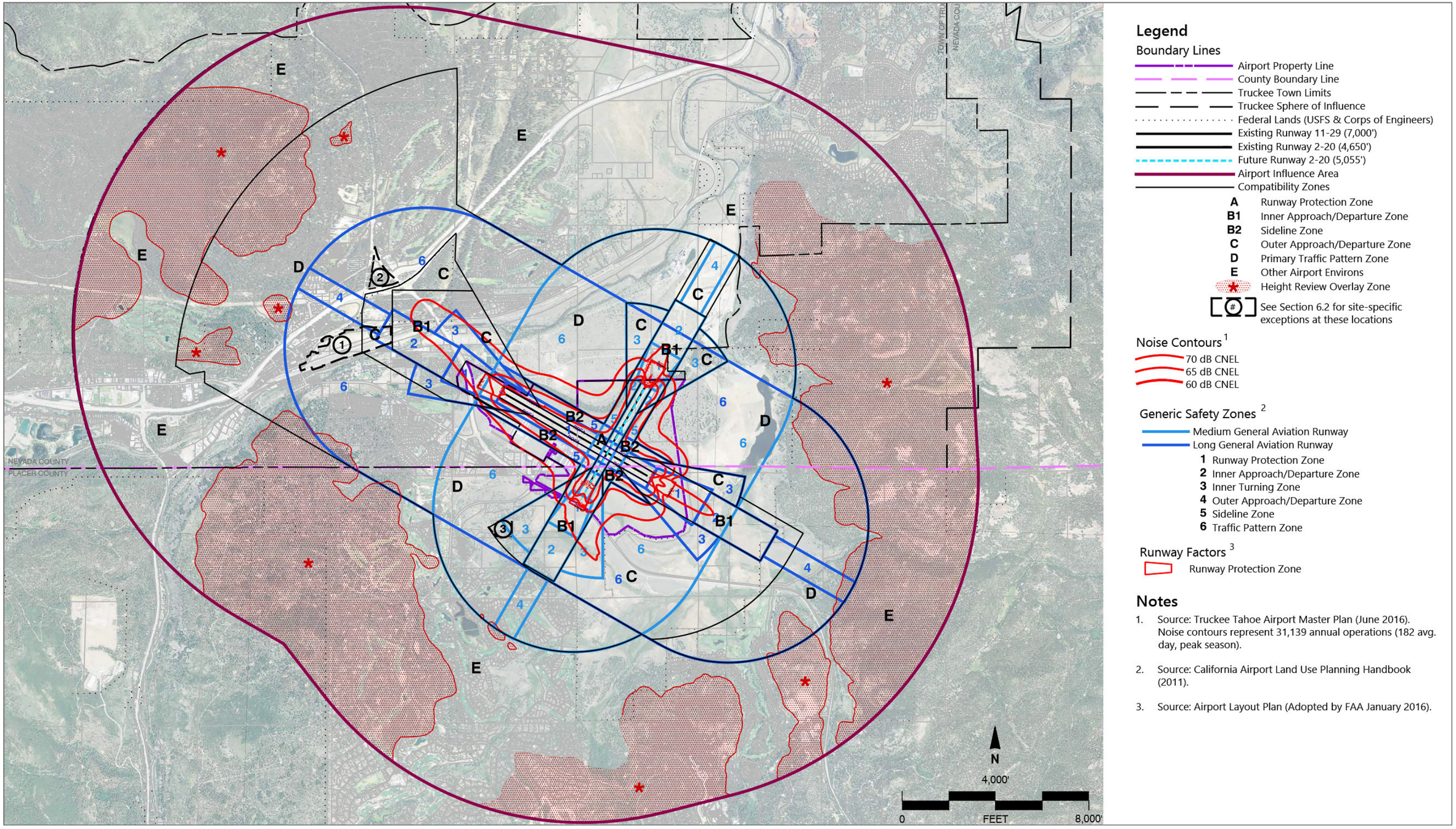
Thus, the noise measurements collected, and the reference noise level disclosed in the Town of Truckee 2025 General Plan Noise Element are representative of existing noise levels generated by the railroad. As disclosed in the 2025 General Plan Noise Element the noise level at a distance of 100 feet from the railroad, is approximately 76 dB CNEL. This noise level includes all noise associated with the railroad, including the trains themselves, and their whistles. The aforementioned reference noise level for railroad noise (i.e., 76 dB CNEL at 100 feet) was attenuated to distances at which the 70 dB, 65 dB, and 60 dB CNEL contours would occur, as shown in Figure 4.13-3.

The Town of Truckee is located on the west and north sides of the Truckee Tahoe Airport. The airport spans the county line between Nevada County to the north, and Placer County to the south and is located east of SR 267. It is used by a mix of general aviation and jet aircraft. The primary flight paths follow the highways in the area (i.e., I-80, SR 89, SR 267). Noise generated by the airport was measured during the noise monitoring survey performed for the background report (i.e., ST-1). The measured L_{max} at the Hampton Inn was 70.0 dB, which occurred during the takeoff of one discrete flight. Noise complaints from individuals are recorded and reported by the Truckee Tahoe Airport District, which operates the airport. Airport noise attenuated to distances at which the 70 dB, 65 dB, and 60 dB CNEL contours would occur is presented in Figure 4.13-4.



Source: Data received from Town of Truckee in 2021; adapted by Ascent in 2022.

Figure 4.13-3 Railway Noise Contours



Source: Image provided by the Town of Truckee in 2018.

Figure 4.13-4 Truckee Tahoe Airport Land Use Compatibility and Noise Factors

4.13.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

Construction Noise and Vibration

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018) and FHWA's Roadway Construction Noise Model User's Guide (FHWA 2006). Reference levels for noise and vibration emissions for specific equipment or activity types are well documented and the usage thereof is common practice in the field of acoustics.

Specific equipment, techniques, locations, timing, and other project-specific construction activity details associated with future development under GPU implementation are not available at this time. However, to evaluate potential construction noise and vibration impacts, typical construction equipment used for common construction activities that would occur with implementation of the GPU, such as site preparation/foundation work, utility improvements, roadway improvements, and vertical construction, were analyzed.

Operational Noise and Vibration

With respect to non-transportation noise sources (e.g., stationary noise sources) associated with implementation of the GPU, the assessment of long-term (operational-related) impacts was based on reconnaissance data, reference noise emission levels, and measured noise levels for activities and equipment typically associated with project operation (e.g., heating, ventilation, and air conditioning [HVAC] units, delivery docks) and standard attenuation rates and modeling techniques.

Assessment of potential long-term (operational) noise impacts resulting from increases in traffic volumes on freeways and roadways in the Town of Truckee due to development under the GPU was conducted using calculations consistent with the FHA's Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data (Appendix D). To assess noise impacts, traffic noise levels under existing (2018) and forecast year 2040 conditions for affected roadway segments were modeled. The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Default values were referenced in the Construction Noise Tool shown in Appendix D. The modeling conducted does not account for the acoustic dampening effects of any natural or human-made shielding (e.g., vegetation, berms, walls, or buildings); and thus, modeled noise levels may be overestimated where such shieling exists.

To assess noise and vibration impacts from railroads, the Transit Noise and Vibration Impact Assessment (FTA 2018) was used to determine approximate vibration levels in proximity to rail lines. Railroad noise modeling was conducted using FTA guidance and procedures for the future (2040) conditions based on available data (e.g., engine type, trains per day) for the planned railroads in and near the Town of Truckee (i.e., Amtrak and UPRR freight). Stationary sources, primarily from industrial and commercial land uses, were also evaluated using available reference noise levels for various common noise sources. Impacts were assessed using Town-adopted and -proposed noise standards, including standards in the municipal code and proposed in the GPU.

The closest airport to Truckee is the Truckee Tahoe Airport located along the south and eastern boundary of the Town. Aircraft noise impacts on existing and future noise-sensitive land uses were evaluated using noise contours provided in the Truckee Tahoe Airport Land Use Compatibility Plan and the land uses identified in the General Plan Land Use Diagram as shown in Chapter 3, "Project Description" (Figure 3-4).

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant noise impacts if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines. The Appendix G thresholds rely on local standards for temporary and permanent increases in ambient noise, definition of excessive vibration, and airport land use plan policies. Based on Appendix G of the State CEQA Guidelines, noise policies and standards in the Town's Municipal Code, proposed GPU Safety and Noise Element policies, and Caltrans and FTA vibration and noise standards, implementation of the GPU would result in a significant impact related to noise or vibration if it would be inconsistent with these standards and policies, as detailed below.

- generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies; the following standards apply:
  - Generate a substantial temporary increase in noise levels at noise-sensitive land uses in excess of the following standards established by the Town Development Code [Table 4.13-4]:
    - Construction noise would result in a significant impact if activities were to take place between the hours of 9:00 p.m. and 7:00 a.m. on any day except Sunday, or between the hours 6:00 p.m. and 9:00 a.m. on Sunday, and exceed the noise standards [detailed in Table 4.13-4] when measured at the adjacent property line.
  - Generate a substantial permanent increase in traffic noise levels at noise-sensitive land uses in excess of the following standards (GPU Policy SN-8.8):
    - Where noise levels currently do not exceed applicable land use compatibility standards for community noise environment in Table SN-1 of the proposed GPU Safety and Noise Element [presented as Table 4.13-9, below] but would exceed Table 4.13-9 standards for the same land use as a result of project implementation; or
    - Where Table 4.13-9 land use compatibility standards for community noise environment are currently exceeded, result in substantial increases in noise according to FTA Guidelines (i.e., 2 dB where existing levels exceed standards between 0 and 5 dB, and 1 dB where existing levels exceed standards by greater than 5 dB).
  - Generate a substantial permanent increase in stationary noise at noise-sensitive uses in excess of the following standards established by the Town Development Code:
    - Exterior, as measured at the adjacent property line [Table 4.13-4]: 50 dB L_{eq} or 70 L_{max} (10:00 p.m. to 7:00 a.m.), 55 dB L_{eq} or 75 L_{max} (7:00 a.m. to 10:00 p.m.)
    - Interior (Development Code Section 18.44.050), as measured within a neighboring home: 45 dB CNEL (all times of day)
  - Expose new sensitive land uses to railroad noise levels in excess of the land use compatibility standards for community noise environment identified in the proposed GPU Safety and Noise Element [presented as Table 4.13-9, below]:
    - Where noise levels currently do not exceed applicable land use compatibility standards for community noise environment in the proposed GPU Safety and Noise Element Table SN-1 [presented as Table 4.13-9, below] but would exceed Table 4.13-9 standards for the same land use as a result of project implementation; or
    - Where Table 4.13-9 land use compatibility standards for community noise environment standards are currently exceeded, result in substantial increases in noise according to FTA Guidelines (i.e., 2 dB where existing levels exceed standards between 0 and 5 dB, and 1 dB where existing levels exceed standards by greater than 5 dB).
- generation of excessive groundborne vibration or groundborne noise levels; the following standards apply:

- Generate short-term construction vibration or expose new sensitive land uses to long-term operational vibration sources that exceed the following Caltrans and FTA guidance for vibration impacts related to structural damage and human response, respectively:
  - Structural damage: 0.2 PPV in/sec [Table 4.13-3],
  - Human response [Table 4.13-1]:
    - For frequent events (i.e., more than 70 events per day): 65 VdB,
    - For occasional events (i.e., 30-70 events): 75 VdB, or
    - For infrequent (i.e., fewer than 30 events per day): 80 VdB.

- for a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels. The following standards apply:
  - Expose noise-sensitive land uses, including people residing or working in the project area, to excessive airport noise levels exceeding the standards in the Truckee Tahoe Airport Land Use Compatibility Plan (GPU Policy SN-8.16).
    - Exterior, as measured at the adjacent property line: The maximum CNEL considered normally acceptable for new residential land uses and other noise-sensitive land uses in the vicinity of Truckee Tahoe Airport is 60 dB (Truckee Tahoe Airport Land Use Compatibility Plan Policy 5.1.2).
    - Interior, as measured within a neighboring home: The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near Truckee Tahoe Airport is 45 dB CNEL.

Table 4.13-9 Town of Truckee Land Use Compatibility Standards for Community Noise Environment

Land Use Category	Community Noise Exposure - L_{dn} or CNEL (db)						
	50	55	60	65	70	75	80
Residential – Low-Density Single Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development generally should not be undertaken.

Source: 2040 General Plan Update Safety and Noise Element Table SN-1.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to noise. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Safety and Noise Element

GOAL SN-8: Noise. Minimize community exposure to excessive noise and maintain Truckee's peaceful mountain environment by ensuring that land uses are compatible with surrounding noise sources and levels.

- **Policy SN-8.1: Noise Compatibility Standards.** Require new development to ensure the noise compatibility standards shown in Table SN-1 are met, using existing noise data (e.g., roadway noise contour map, available documentation) or a project-specific noise analysis/acoustical study. Require all feasible noise reduction measures identified by the study to be incorporated into the project.
- **Policy SN-8.2: Normally Unacceptable Noise Exposure.** Permit new development resulting in "normally unacceptable" noise level exposure only when the allowed new use can be shown to serve the greater public interests of the citizens of Truckee and all noise reduction measures identified by a noise analysis/acoustical study are incorporated into the project.
- **Policy SN-8.3: Location of Noise-Sensitive Receptors.** Discourage location of noise-sensitive uses (such as senior living, hospitals, churches, daycare centers, residences) in locations with noise exposure exceeding "normally acceptable" levels. If relocation is infeasible, require all feasible noise reduction measures identified by a noise analysis/acoustical study.
- **Policy SN-8.4: Noise Reduction Techniques.** Prohibit the construction of sound walls and require new development projects to evaluate site design techniques, building setbacks, earthen berms, alternative architectural layouts, and other means to meet noise reduction requirements.
- **Policy SN-8.5: Insulation Standards for Interior Noise.** Enforce the California Title 24 Noise Insulation Standards for interior noise levels attributable to exterior sources for all new residential uses to ensure interior noise levels for residential uses do not exceed a community noise equivalent level of 45 decibels.
- **Policy SN-8.6: Retrofitting of Buildings with Unacceptable Interior Noise Exposure.** Encourage retrofitting of noise-sensitive uses exposed to existing unacceptable interior noise levels, and those that become exposed to unacceptable interior noise in the future, with sound-insulating features.
- **Policy SN-8.7: Groundborne Vibration.** Require preparation of a vibration assessment for new development of vibration-sensitive uses or buildings within 200 feet from the centerline of the railroad tracks. Require that the assessment be conducted consistent with Federal Transit Administration vibration standards and include all feasible measures to reduce potential impacts from groundborne vibration.
- **Policy SN-8.8: Transportation Noise Sources.** Consider potential noise impacts when evaluating new developments for transportation noise sources, including roadway or transit projects. Require noise reduction measures to be incorporated to reduce noise exposure consistent with "normally acceptable" noise standards identified in Table SN-1 or incremental traffic noise standards according to the Federal Transit Administration guidelines.
- **Policy SN-8.9: Vehicle and Diesel Equipment Noise.** Investigate new alternative methods for reducing noise associated with vehicles and diesel equipment, and support efforts to reduce vehicle and equipment noise. Methods may include alternative road surfacing materials, fleet and equipment modernization or retrofits, use of alternative-fuel vehicles, and installation of mufflers or other noise-reducing equipment.
- **Policy SN-8.10: Highway Noise Reduction.** Encourage Caltrans to incorporate noise-reducing features during highway improvement projects and implement methods other than sound walls to attenuate traffic noise along highways in Truckee.

- **Policy SN-8.11: Legislation for Motor Vehicle Noise.** Support federal and state legislation to attain lower operating noise levels on motor vehicles.
- **Policy SN-8.12: Rail Operation Noise.** Encourage the Union Pacific Railroad to reduce noise from its rail operations, particularly use of warning whistles, and support efforts to eliminate the need for these audible warnings, including upgrades to at-grade crossings.
- **Policy SN-8.13: Construction Hours.** Continue to restrict construction hours in Truckee to reduce impacts to adjacent existing noise-sensitive uses.
- **Policy SN-8.14: Construction Noise Control Measures.** Require the following standard construction noise control measures to be included as requirements at construction sites in order to minimize construction noise impacts:
  - 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 noise-sensitive uses when noise-sensitive uses adjoin or are near a construction project area;
  - use "quiet" air compressors and other stationary noise-generating equipment where appropriate technology exists; and
  - require the project sponsor to 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) 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 and send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.
- **Policy SN-8.15: Temporary Outdoor Events.** Limit noise impacts from temporary outdoor events (e.g., neighborhood parties, outdoor music) on nearby noise-sensitive uses.
- **Policy SN-8.16: Airport Land Use Compatibility.** When considering new development proposals in the vicinity of Truckee Tahoe Airport, enforce the noise compatibility criteria and policies set forth in the adopted Truckee Tahoe Airport Land Use Compatibility Plan.
- **Policy SN-8.17: Flyover Noise.** Support the efforts of the Truckee Tahoe Airport District to educate pilots about appropriate flight paths to minimize flyovers of residential neighborhoods, and other District efforts to monitor, minimize, reduce, and mitigate airport noise.
- **Policy SN-8.18: Future Airport Noise Exposure.** Cooperate with the Truckee Tahoe Airport District to coordinate long-range planning and land use regulations that minimize community noise exposure associated with airport operations while meeting Town goals concerning provision of housing and other uses.
- **Policy SN-8.19: Additional Noise Control Measures.** Require the following additional construction noise control measures at construction sites where construction activity, excluding single-family construction, would take place outside of the timeframes exempt from the noise standards established in the Town Development Code and is anticipated to generate exterior noise levels at sensitive receptors that exceed the applicable nighttime noise standards of 50 L_{eq} or 70 L_{max}.
  - Temporary noise barriers, such as curtains, piled snow, or hay bales.
  - Noise-reducing enclosures and techniques around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors) to break the line of sight between the noise source and receiver.
  - Operation of heavy-duty construction equipment at the lowest operating power possible.
- **Policy SN-8.20: Construction Vibration.** Require construction projects involving pile driving, within 920 feet of vibration sensitive uses when considering vibration decibels (VdB) for human annoyance and 100 feet of vibration

sensitive buildings when considering peak particle velocity (PPV) for structural damage, and construction projects not involving pile driving, within 45 feet of vibration sensitive uses and 15 feet of vibration sensitive buildings when considering VdB and PPV, respectively, to evaluate all potential vibration-inducing activities with the potential to result in structural damage or exposure of sensitive receptors to excessive groundborne vibration. Include various measures such as setback distances, phasing ground-impacting operations, monitoring programs, and alternative methods to traditional construction activities (i.e., predrilling holes and other alternatives to traditional pile driving) to reduce potential effects.

- **Action SN-8.A: Amendment of Development Code Requirements for Vibration-Sensitive Uses.** Amend the Development Code to ensure all vibration-sensitive uses and buildings are sited at least 200 feet from the centerline of the railroad tracks.
- **Action SN-8.B: Amendment of Development Code Sound Wall Requirements.** Amend the Development Code to prohibit installation of sound walls.
- **Action SN-8.C: Amendment of Development Code Requirements for New Noise Sources.** Amend the Development Code to require operational limitations and implementation of noise-buffering reduction measures for new uses with the potential to generate significant noise (including, but not limited to, industrial uses, auditoriums, concert halls, amphitheaters, sports arenas, outdoor spectator sports fields, outdoor spectator sports, and outdoor temporary events) beyond the "normally acceptable" level near existing noise-sensitive uses as identified.
- **Action SN-8.D: Amendment of Development Code Amplified Sound Requirements.** Amend the Development Code to restrict outdoor amplified sound/music to the hours of 10 a.m. to 10 p.m., unless otherwise approved by the Community Development Department.
- **Action SN-8.E: Amendment of Development Code for Airport Land Use Compatibility.** Review and amend the Development Code and the Town Building Code as necessary to be consistent with the noise policies and criteria of the Truckee Tahoe Airport Land Use Compatibility Plan.
- **Action SN-8.F: Funding and Assistance to Address Existing Interior Noise.** Conduct a study to identify homes that may become exposed to unacceptable interior noise levels. On the basis of these studies, initiate a program to seek funding and assist homeowners with sound insulation retrofits of existing homes that are exposed to unacceptable interior noise.
- **Action SN-8.G: Communication with Union Pacific Railroad.** Initiate communication with the Union Pacific Railroad (UPRR) to:
  - request that UPRR make exceptions to its warning whistle policy for the two at-grade crossings in Truckee (at Bridge Street and near Olympic Heights); and
  - request that UPRR enforce its existing policies regarding noise from rail operations and use of warning whistles.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan that are specifically applicable to noise:

ISSUES NOT DISCUSSED FURTHER

All potential noise issues identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.13-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the Town Development Code

Buildout of the GPU could result in construction in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during the daytime, construction-noise-exempt hours per Section 18.44.070 of the Town's Development Code and GPU Policy SN-8.13; however, it is possible that construction activity may be required during the evening and nighttime hours. Some projects could require activities such as large continuous concrete pours outside of the exemption timeframe established within Section 18.44.070 of the Town's Development Code. Potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed Development Code nighttime noise standards as identified in Table 4.13-4. Policy SN-8.19 would implement noise reduction measures to minimize construction noise and reduce noise exposure during noise-sensitive time periods. However, it cannot be ensured that all impacts would be reduced to meet Town noise standards during any potential nighttime construction activity. Thus, the impact would be **significant and unavoidable**.

Implementation of the GPU would involve the construction of various land use development projects throughout the town including residential, commercial, office, mixed use, and industrial projects. As detailed in Chapter 3, "Project Description," the Town contains several planned communities in which adopted policies and guidance applicable to each plan area must be followed when new development is proposed. Due to the growth already planned for under these existing planned communities, developed areas that are already built out, and land that has been preserved as open space, the GPU would concentrate land use changes only within approximately 3 percent of the Town's total area while the other 97 percent would remain as previously planned under the 2025 General Plan.

The GPU would allow for development in close proximity to existing communities. Future development under the GPU would occur over an approximately 20-year period until 2040 and would generate temporary noise level increases on, and adjacent to, individual construction sites. Because there are no specific timeframes for individual future development projects under the GPU, it is currently not possible to determine site-specific construction noise levels, locations, or time periods for specific construction activities. Demolition and construction activities would, in some cases, occur near existing residences and other noise-sensitive receptors and extend over the course of several weeks to months, or even longer depending on the individual development type and other project- and location-specific circumstances.

Construction noise can be characterized based on the type of activity and associated equipment needed and, in this analysis, is evaluated by considering noise levels associated with site preparation/foundation work, utility improvements (e.g., trenching, pipe/transmission line installation), roadway improvements (e.g., grading, paving), and vertical construction (e.g., residential, commercial, or other structures), with and without pile driving as these are common construction activities anticipated to result from the build out of the GPU. Reference noise levels for typical construction equipment required for these activities are shown below in Table 4.13-10.

Table 4.13-10 Reference Noise Levels from Typical Construction Equipment

Equipment	Typical Noise Level 50 ft from Source, dB
Air Compressor	80
Backhoe/Loader	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator/Pump	82

Equipment	Typical Noise Level 50 ft from Source, dB
Grader	85
Jack Hammer	88
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Trucks	84

Source: FTA 2018:Table 7-1.

Assuming equipment operating simultaneously and typical reference noise levels for construction equipment, representative noise levels for various types of construction activity are shown in Table 4.13-11. Based on reference noise levels for typical construction equipment and activities, building construction activities without pile driving could result in noise levels of up to approximately 86 dB L_{eq} and 91 dB L_{max} at 50 feet from the source, and construction activities that involve pile driving could result in noise levels up to approximately 91 dB L_{eq} to 97 dB L_{max} at 50 feet from the source. See Appendix D for modeling inputs and results.

Table 4.13-11 Noise Levels from Construction Activities

Construction Activity	Noise Level (L_{eq} dB) @ 50 feet	Noise Level (L_{max} dB) @ 50 feet
Site Preparation/Foundation Work	87.5	91.5
Building Construction	86.2	90.9
Building Construction with Pile Driving	90.5	96.6
Roadway Construction/Improvements	87.2	91.1
Utility Installation/Improvements	88.1	92.1

Note: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

L_{eq} = equivalent noise level; L_{max} = maximum instantaneous noise level

Source: FTA 2018.

The provisions within Section 18.44.070 of the Town's Development Code states that noise sources associated with non-single family residential construction between the hours of 7:00 a.m. and 9:00 p.m. Monday through Saturday and 9:00 a.m. to 6:00 p.m. on Sunday are exempt from the Town's Development Code noise standards. Additionally, Section 18.44.070 of the Town's Development Code states that noise generated by the construction of single-family residential construction on a single-family lot at any time of day is exempt from the Town's Development Code noise standards. However, the GPU would implement policy SN-8.13 to continue to restrict construction hours where construction would occur adjacent to existing noise-sensitive uses.

To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity. The Town has established standards for acceptable noise levels in Section 18.44.030 of the Development Code. These noise levels have been adjusted according to the cumulative duration of the intrusive sound. For example, if the cumulative period is 5 minutes per hour, then the standard is adjusted by 10 dB to 65 dB during daytime hours and 60 dB during nighttime hours. If the cumulative period is 30 minutes per hour, no adjustments are made and the standard is 55 dB during the daytime and 50 dB during the nighttime, functionally similar to the average hourly noise level, or L_{eq}. The noise level that must not be exceeded for any time per hour is 75 dB during the day and 70 dB during the night, functionally similar to a maximum noise level or L_{max}. The analysis herein evaluates whether future demolition and/or construction activity would potentially exceed the Town's noise standard as follows:

- Hospital, library, religious institution, residential, school, or similar land use:
  - Nighttime exterior noise standard of 50 dB L_{eq} or 70 L_{max} from 10:00 p.m. to 7:00 a.m.

- Commercial uses:
  - Nighttime noise standard of 60 dB L_{eq} or 80 L_{max} from 10:00 p.m. to 7:00 a.m.

Construction activities would only be permitted during the nighttime hours if there are no other reasonable options, such as for some foundation designs require that once the pouring of concrete begins, the pour must continue without pauses until complete. In some instances, such a concrete pour may take 20 or more hours, requiring work to occur during the nighttime hours. Additionally, utility installation and roadway improvements associated with GPU implementation could periodically occur during nighttime hours (for example to avoid causing traffic congestion); and thus, could expose existing or future residential, schools, churches, or similar uses, and commercial/industrial uses to substantial noise levels during the sensitive times of the day. Although the Town currently allows nighttime construction for roadway improvements and utility installation, project-specific information, such as the location of sensitive receptors and equipment type, is not known at this time. Additionally, as stated above, some development projects may require construction during sensitive times of day, and it cannot be guaranteed that the Town's noise standards would not be exceeded. Therefore, the development associated with the GPU could generate substantial temporary increases in construction noise levels during sensitive nighttime hours.

If a nighttime concrete pour were required (likely the most noise intensive nighttime construction activity that might occur under GPU implementation), associated noise could expose nearby noise-sensitive receptors, including locations where people normally sleep, to noise levels that exceed applicable nighttime noise standards of 50 L_{eq} or 70 L_{max} within 3,077 feet or 510 feet, respectively.

GPU Policy SN-8.1 requires compatibility with noise standards based on existing noise data or an acoustical analysis for new development to identify potential adverse impacts to new residents, employees, and/or nearby sensitive receptors and require all feasible noise reduction measures be implemented to mitigate those impacts. Furthermore, the Town's Planning Division would review the construction noise reduction measures and confirm compliance with the Town's noise threshold criteria.

GPU Policy SN-8.13 would restrict construction hours for most new construction, excluding single family residential development, to reduce impacts to adjacent existing noise-sensitive uses. Additionally, development under the GPU would be required to comply with the following construction equipment noise control measures identified in GPU Policy SN-8.14 and listed below, which could substantially lessen construction noise levels:

- 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 noise-sensitive uses when noise-sensitive uses 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) 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, and send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.

GPU Actions SN-8.B through Sn-8.E would support the implementation of the GPU policies by amending the Town's Development Code and aligning the Town's noise restrictions with requirements identified in the GPU.

Due to the programmatic nature of this analysis, individual construction activities and associated noise exposure at receiving land uses cannot be determined at this time. Because these details are not known, it is not possible to conclude that implementation of GPU Policies SN-8.1, SN-8.13, and SN-8. would avoid generation of substantial temporary construction noise levels that exceed the standards of Development Code Section 18.44.030 during non-exempt hours for all future development under the GPU. Further, available construction noise attenuation measures

(e.g., temporary walls, mufflers), can typically achieve a maximum of 10 dB noise reduction, which may not be adequate to achieve noise standards depending on the proximity of construction activities to nearby land uses.

Implementation of Policy SN-8.19 would provide reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; locating noise-generating equipment away from sensitive land uses; requiring a temporary solid barrier around the project site and staging area; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB [EPA 1971]). Although, noise reduction would be achieved with implementation of these measures, reductions of the appropriate magnitude may not occur under all circumstances. Therefore, because it cannot be assured at this time that nighttime construction would not be needed and that, if needed, the applicable noise standards would be met, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce construction noise but cannot be assumed to be sufficient to achieve applicable noise standards. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects of construction noise; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains **significant and unavoidable**.

Impact 4.13-2: Generate a Substantial Permanent Increase in Traffic Noise Levels at Noise-Sensitive Land Uses in Excess of the Standards in GPU Policy SN-8.8

Implementation of development associated with the GPU would result in an increase in traffic throughout the roadway network, thus, increasing traffic noise. A comparison of existing (2018) and future (2040) traffic noise identified four roadway segments that would surpass FTA guidance related to incremental traffic noise standards and two roadway segments that would surpass the Town's 60 CNEL noise compatibility threshold as a result of GPU implementation. Due to the limited project-specific information currently available, it is not feasible to determine whether noise levels could be mitigated to the appropriate extent. For this reason, the impact would be **significant and unavoidable**.

It is anticipated that implementation of the GPU would result in an increase in population of 0. 9 percent and an increase in housing of between 0.9 percent to 1.0 percent above 2018 conditions. Additionally, the GPU includes land use designations to allow growth within or near existing communities, as shown in Chapter 3, "Project Description," in Figure 3-4. The GPU establishes the land use development pattern for the future of the town and accommodates growth and development, including new residential, commercial, office, industrial, open space, and other land uses. Land use development that results in traffic increases can result in long-term traffic noise increases (or decreases) on roadways in the town and thus could result in exposure of existing receptors or future planned development to substantial permanent noise increases.

The GPU includes land use compatibility standards for community noise environment (Table 4.13-9, above) that are designed to protect sensitive land uses from excessive noise levels. Noise compatibility standards vary based on the land use type and are therefore dependent on the land use type and proximity to existing freeways and roadways. Traffic volume increases could result in potentially significant impacts if traffic noise levels exceed the Town's exterior

noise compatibility standard of 60 dB CNEL for low density single family residential, duplexes, or mobile homes and 65 CNEL for multi-family residential. Additionally, the buildout of the GPU would result in potentially significant impacts if there is a traffic noise increase of 2 dB or greater at locations with existing noise levels exceeding the Town's 60 dB CNEL exterior noise standard (if the noise level is between 60 and 65 dB CNEL). When the existing noise level is greater than 65 dB CNEL, the receptor would be exposed to a substantial traffic increase when there is an increase in CNEL of more than 1 dB (General Plan Policy SN-9.8).

Table 4.13-12 compares calculated noise levels along major roadways in the town under existing conditions to those that could occur with traffic levels associated with projected growth within the 2040 planning horizon. Traffic noise modeling was conducted for existing (2018) and future conditions using traffic data generated for anticipated land use development contemplated under buildout conditions (LSC Transportation Consultants 2022). To provide a point of comparison for existing and future noise conditions, noise levels were calculated at a distance of 100 feet from the roadway centerline. Noise levels at receptors farther away from roadway noise sources, or in locations with intervening topography, vegetation, or structures, would be lower than shown in the table.

As shown in Table 4.13-12, traffic associated with projected GPU growth would result in noise increases along most studied roadways, and slightly decrease noise along others. West River Street between Bridge Street and McIver Crossing and Pioneer Trail from Truckee Way to Comstock Drive do not exceed the 60 dB CNEL noise standard under existing conditions but would with the build out of the GPU. However, the increase in traffic noise would not be substantial (i.e., 3 dB or greater). The increases in traffic along Northwoods Boulevard and Donner Pass Road immediately north of Pioneer Trail, which exceed the 60 dB CNEL noise standard under existing conditions, would result in increases of 2.2 and 2 dB, respectively. Thus, the traffic noise increases would result in substantial increases (i.e., 2 dB or greater). The increase in traffic along the segments of SR 267 immediately south of I-80 and Brockway Road immediately west of SR 267, both of which currently exceed 65 dB CNEL, would result in increases of 1.9 and 1.8 dB, respectively. Therefore, the traffic noise increases along these two roadway segments would also result in substantial increases (i.e., 1 dB or greater).

Table 4.13-12 Comparison of Existing and Future Noise Levels Along Road Segments

Corridor and Segment		Noise (dB CNEL) at 100 feet from Roadway		
		Existing (2018)	Future (2040)	Change
1	Donner Pass Road from Western Town Limit to South Shore Drive	54.1	58.6	4.5
2	Donner Pass Road from South Shore Drive to Cold Stream Road	61.5	62.4	0.9
3	Northwood Boulevard from Donner Pass Road to Lamplighter Way	63.2	63.0	-0.2
4	Northwoods Boulevard from Lamplighter Way to Northwoods Boulevard	62.2	64.4	**2.2**
5	Donner Pass Road from SR 89 South to Cold Stream Road	63.4	64.3	0.9
6	Deerfield Drive from SR 89 South to Dolomite Way	58.4	59.7	1.3
7	West River Street from SR 89 South to McIver Crossing	63.6	64.4	0.8
8	SR 89 South from West River Street to Southern Town Limit	65.6	66.2	0.6
9	SR 89 South from Southern Town Limit to Central I-80 Interchange	65.9	66.5	0.6
10	Donner Pass Road from SR 89 South to Central I-80 Interchange	60.1	61.2	1.1
11	McIver Crossing from West River Street to High Street	56.3	58.5	2.2
12	Bridge Street from So East River Street to East River Street	61.8	62.7	0.9
13	Donner Pass Road from Bridge Street to Spring Street	59.7	60.0	0.3
14	West River Street from Bridge Street to McIver Crossing	59.4	**60.1**	0.7
15	Brockway Road from Palisades Road to Reynold Way	67.0	67.7	0.7
16	Glenshire Drive from Truckee Way to Highland Avenue	64.6	65.2	0.6
17	Glenshire Drive from Dorchester Way to Eastern Town Limit	44.1	47.4	3.3
18	Truckee Way from Pioneer Trail to SR 89	60.6	62.6	**2**
19	Pioneer Trail from Truckee Way to Comstock Drive	58.4	**60.9**	**2.5**

Corridor and Segment		Noise (dB CNEL) at 100 feet from Roadway		
		Existing (2018)	Future (2040)	Change
20	SR 89 North from Northern Town limit to Alder Creek Road	58.1	57.5	-0.6
21	SR 89 North from Alder Drive to Truckee Way	61.4	62.3	0.9
22	SR 267 from I-80 to Brockway Road	70.8	72.7	**1.9**
23	SR 267 from Brockway Road to Airport Road	71.8	72.5	0.7
24	SR 267 from Airport Road to Northstar Drive	71.2	71.8	0.6
25	Alder Creek Road from SR 89 to Schussing Way	58.3	56.7	-1.6
26	Brockway Road from Reynold Way to SR 267	66.1	67.9	**1.8**
27	Airport Road from SR 267 to Chandelle Way	61.9	61.0	-0.9
28	Schaffer Mill Road from SR 267 to Lodge Trail Drive	59.3	59.3	0.0

Notes: SR = State Route; dB = a-weighted decibels

Bold values represent a substantial increase in noise based on the applicable Town noise standards.

Source: Modeled by Ascent (2022); based on traffic data provided by LSC Transportation Consultants, Inc. (2022).

GPU Policies SN-8.1 and SN-8.3 would require noise-generating development and new noise sensitive uses to be evaluated and include implementation of noise control measures to reduce noise levels to acceptable levels when necessary. Noise control measures to address incremental increases in traffic noise identified through the studies required by Policy SN-8.1 may include increased vegetation, roadway pavement improvements and maintenance, and site and building design features. Additionally, GPU Policy SN-8.4 would require the implementation of noise reduction measures and design strategies to minimize noise exposure consistent with the Town's noise standards. GPU Policy SN-8.5 enforces noise insulation standards consistent with California Title 24, which requires an interior noise standard of 45 dB CNEL. GPU Policy SN-8.8 requires the implementation of noise reduction measures to meet noise standards identified in Table SN-1 (presented as Table 4.13-9, above) or incremental traffic noise standards according to the FTA Guidelines from transportation noise sources. GPU Policy SN-8.9 would encourage the implementation of noise reduction measures associated with vehicle and diesel equipment such as the use of alternative road surfacing materials. Furthermore, GPU Policies SN-8.10 and SN-8.11 would encourage State and Federal efforts to reduce noise from motor vehicles through infrastructure improvements and legislation. GPU actions have been identified to support the GPU policies detailed above. GPU Actions SN-8.B, SN-8.C, and SN-8.D would amend the Development Code to align with policies established in the GPU.

Implementation of these policies and programs would ensure that future development with the potential to exceed acceptable noise compatibility standards would be thoroughly evaluated and that appropriate sound attenuation techniques would be implemented on a case-by-case basis. Depending on the nature of future development and the location and source of noise, sound attenuation techniques may include site design to shield noise-sensitive uses from noise or special building standards to reduce interior noise.

Although these GPU policies and actions would reduce the potential for noise levels to exceed Town standards, future project-specific components and the details of all development under GPU implementation cannot be known at this time, including project-specific traffic noise increases, exposure of existing development to project-specific traffic noise increases, and the project-specific feasibility and effectiveness of noise attenuation measures (e.g., setbacks, building insulation, sound barriers). Therefore, due to the programmatic nature of this analysis, it is not possible to conclude that existing and new development related to the build out of the GPU would meet noise standards in relation to traffic noise. Therefore, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The GPU would require discretionary development to implement noise reduction measures to reduce project-generated traffic noise to meet noise compatibility and incremental traffic noise standards. In many cases, noise reduction measures would reduce traffic noise levels generated by a discretionary development at existing noise sensitive receptors to less than significant levels. However, there may be cases where noise reduction measures are either infeasible or inadequate for reducing traffic noise to less than significant levels. Therefore, because there may be cases where discretionary development would result in project-generated traffic noise above the Town standard, and such project-generated noise may not be able to be feasibly minimized, implementation of the GPU could result in a substantial noise level increase that would exceed Town standards at existing noise-sensitive receptors, this impact would be **significant and unavoidable**.

Impact 4.13-3: Expose New Sensitive Land Uses to Railroad Noise Levels in Excess of the Land Use Compatibility Standards for Community Noise Environment Identified in the Proposed Safety and Noise Element

Implementation of the GPU could expose new sensitive receptors to railroad noise above the Town's exterior noise standards. Because project-specific details are not known at this time, it is not possible to conclude whether sensitive receptors would be subject to substantial levels of railroad noise and if GPU policies would reduce those noise levels to an acceptable level. Thus, the impact would be **significant and unavoidable**.

The GPU does not propose new railroad infrastructure, nor would the GPU be expected to substantially increase demand for rail transportation that would result in the development of new transit uses within the town. As detailed in Chapter 3, "Project Description," the GPU guides the pattern of future growth and development; however, it does not promote the growth of the town's population to a specific level. The town is expected to experience a population increase of 3,700 residents between 2018 and 2040 (see Table 3-3). The population growth anticipated through the planning horizon is not anticipated to generate substantial new demand for railroad service; and thus, the GPU would not result in an increase in railroad noise and vibration.

Currently, one daily Amtrak passenger train (California Zephyr line) in each direction serves the town (Amtrak 2022) and it is assumed that the number of freight trains and associated noise is consistent with that which was analyzed for the Town of Truckee 2025 General Plan Noise Element. Thus, for the purposes of this analysis it is assumed that the noise measurements collected and the reference noise level disclosed in the 2025 General Plan Noise Element are representative of existing noise levels generated by the railroad. As disclosed in the 2025 General Plan Noise Element, the noise level at a distance of 100 feet from the railroad, is approximately 76 dB CNEL. This noise level includes all noise associated with the railroad, including the trains themselves, and their whistles (Town of Truckee 2006). Table 4.13-13 provides the aforementioned reference noise level for railroad noise attenuated to distances at which the 70 dB, 65 dB, and 60 dB CNEL contours would occur.

Table 4.13-13 Railroad Noise Levels and Contours

Railroad	Noise (dB CNEL) at 100 feet from Railroad	Noise Contour Distance in Feet		
		60 dB	65 dB	70 dB
Railroad through Town of Truckee	76	630	355	200

Noise-sensitive receptors within approximately 630 feet of the rail line could be exposed to noise levels above the Town's standard of 60 dB CNEL for outdoor noise levels (see Appendix D). The GPU designates residential land uses along rail lines throughout the town; and thus, could expose land uses to railroad noise above the town's exterior noise standards detailed in the noise compatibility standards (see Table 4.13-9, above).

GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis to meet the Town's noise standards. GPU Policy SN-8.3 would discourage the location of new noise-sensitive land uses in areas with noise exposure exceeding "normally acceptable" levels. GPU Policy SN-8.5 would enforce California Title 24 Noise Insulation Standards, which

require that residential units do not exceed an interior noise level of 45 dB. GPU Policy SN-8.8 considers potential noise impacts when evaluating new developments for transportation noise sources and requires the incorporation of noise reduction measures when needed to meet noise compatibility standards. Finally, GPU Policy SN-8.12 would encourage UPRR to reduce noise from its rail operations, while GPU Action SN-8.G would support this communication. However, given that specific receptor types and their proximity to existing rail alignments are unknown, it is possible that new receptors would be located within distances to rail that could expose them to noise levels that exceed the applicable noise standard for the respective land use type. Therefore, this impact would be **significant**.

Mitigation Measures

GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis to meet the Town's noise standards. Therefore, no additional mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The implementation of the goals, policies, and actions applicable to rail noise detailed above would likely reduce the exposure to rail noise of new development under the GPU. GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards by requiring that all feasible noise reduction measures are implemented for projects that would place sensitive receptors in locations where the standard is exceeded. However, specific receptor types and their proximity to existing rail alignments are unknown, and the Town does not have the jurisdictional authority to ensure that GPU Action SN-8.G would be implemented.

Therefore, due to uncertainties regarding the ability for the aforementioned policies and actions to reduce rail noise impacts, the fact that projects unable to meet the Town's noise compatibility standards could still be approved and built, and because there are no additional feasible mitigation measures to reduce this impact to less than significant, this impact would remain **significant and unavoidable**.

Impact 4.13-4: Generate a Substantial Permanent Increase in Stationary Noise at Noise-Sensitive Uses in Excess of Standards Established by the Town Development Code

Various types of new stationary noise sources would be implemented in the town as a result of GPU build out (i.e., parking lots, loading docks, heating and air conditioning systems). The Development Code limits loading dock activity during noise-sensitive times of day and establishes noise standards for HVAC equipment. Additionally, if proposed projects are located within areas of high existing noise levels or have the potential to expose sensitive land uses to noise levels that exceed applicable standards, the development would not be approved. Further, the GPU would involve the implementation of several policies designed to reduce potential noise impacts throughout the town. For this reason, the impact would be **less than significant**.

Development under the GPU would include various stationary noise sources. Typical commercial and industrial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning), and heavy truck idling. Other stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment, back-up alarms and similar machinery sounds that can be associated with office/business, residential, commercial, and industrial uses.

New commercial and industrial development under the GPU would occur in proximity to existing development and would include new mixed-use development involving commercial and residential land uses in close proximity to one another. Therefore, new stationary equipment and activities associated with development under the GPU could result in substantial stationary noise level increases that exceed exterior noise standards.

The Town has established standards for acceptable noise levels in Section 18.44.030 of the Development Code. The analysis herein evaluates whether future operational stationary noise associated with GPU development would expose sensitive receptors to noise levels above the Town's noise standards as follows:

- Hospital, library, religious institution, residential, school, or similar land use:
  - Daytime exterior noise standard of 55 dB L_{eq} or 75 L_{max} from 7:00 a.m. to 10:00 p.m.
  - Nighttime exterior noise standard of 50 dB L_{eq} or 70 L_{max} from 10:00 p.m. to 7:00 a.m.
  - Interior noise standard of 45 dB CNEL.
- Commercial uses:
  - Daytime noise standard of 65 dB L_{eq} or 85 L_{max} from 7:00 a.m. to 10:00 p.m.
  - Nighttime noise standard of 60 dB L_{eq} or 80 L_{max} from 10:00 p.m. to 7:00 a.m.

Section 18.44.060 of the Development Code prohibits loading and unloading activities between the hours of 10:00 p.m. and 7:00 a.m. in a manner that causes a noise disturbance beyond a residential property line and identifies that a new residential air conditioning or a refrigeration system, heating system, or associated equipment shall not exceed an exterior noise level of 50 dB. Additionally, Section 18.44.040 of the Development Code requires the preparation of an acoustical analysis when a commercial or industrial loading dock area is located within 300 feet of a sensitive use to identify appropriate mitigation measures that reduce exterior noise levels to acceptable levels.

Additionally, Section 18.44.040 of the Development Code requires an acoustical analysis and the identification of all appropriate mitigation measures for discretionary development as follows, based on the acceptable noise levels presented above in Table 4.13-9:

- When commercial/industrial uses proposed on a parcel where the existing ambient noise levels may exceed 70 dB CNEL noise levels must be reduced to "Normally Acceptable" levels.
- When public/institutional uses (i.e., hospital, library, school, congregate care, or similar public or institutional use) are proposed on a parcel where the existing ambient noise levels may exceed 65 dB CNEL noise levels must be reduced to "Normally Acceptable" levels.
- Whenever a use is proposed on a parcel where the expected noise levels generated by the use, when measured at any receiving sensitive land use (i.e., church, hospital, public library, residential or school property) may exceed the noise level standards established by Table 4.13-4.
- When a commercial or industrial loading dock or area is located within 300 feet of a sensitive use.

The Development Code establishes building setbacks, alternative site design techniques, and alternative building orientation layouts that are required to be employed as reasonable noise mitigation measures. Pursuant to Section 18.44.040, noise barriers may only be used if the review authority finds that there are no other reasonable mitigation measures available and that the height, location, aesthetics and screening of the sound wall comply with all other applicable sections of this Development Code, as well as any applicable design review standards and Town policies related to community character. If proposed projects cannot meet the Town's noise reduction requirements as detailed in Section 18.44.040 of the Development Code, the code indicates that project shall not be approved.

GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis to meet the Town's noise standards. GPU Policy SN-8.3 would require the preparation of a noise analysis for proposed development within noise-impacted areas that may be exposed to levels greater than "normally acceptable." Additionally, GPU Policy SN-8.4 encourages the use of noise reduction techniques related to site design and alternative architectural layouts to meet any necessary noise reduction requirements, consistent with the Development Code. GPU Actions SN-8.B through SN-8.E would support GPU policy implementation by amending the Town's Development Code and provide consistency with the GPU.

Implementation of GPU policies intended to reduce the risk of exposing noise-sensitive land uses to noise levels that exceed Town noise standards and the existing provisions set forth for discretionary development in the Development Code would ensure that noise impacts related to stationary noise sources would be mitigated to the greatest extent possible, and projects that could not meet noise reduction requirements would not be approved. Thus, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.13-5: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activity associated with GPU implementation could generate short-term increases in vibration near sensitive receptors throughout the town based on each project's location. The GPU and Development Code would limit construction activity to particular times of day when sensitive receptors would not be as affected by groundborne vibration. GPU Policy SN-8.20 would require implementation of measures to reduce impacts from construction vibration. However, due to the current lack of project-specific information including location and construction equipment type, it is not possible to conclude that there would not be any substantial impacts resulting from construction that is consistent with the GPU.

Similarly, implementation of the GPU could expose new sensitive receptors to elevated levels of vibration due to railroad operations. Because project-specific details are not known at this time, it is not possible to conclude whether sensitive receptors would be subject to substantial levels of groundborne vibration and if GPU policies would reduce those levels of vibration to an acceptable level. Thus, the impact would be **significant and unavoidable**.

Based on the noise policies and standards in the Town's Municipal Code, and Caltrans and FTA vibration standards, the effects of the GPU are identified based on whether implementation of the GPU would result in short-term construction vibration or expose new sensitive land uses to long-term operational vibration sources. Short-term construction effects and exposure of new receptors to operational sources of vibration are evaluated separately below.

Construction

Construction-related vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Vibration can also be a source of annoyance to individuals who live or work close to vibration generating activities. The GPU would encourage infill development, potentially resulting in construction vibration near existing sensitive land uses. Table 4.13-14 includes reference vibration levels for construction activities that generate the highest levels of vibration. Additionally, like construction noise, vibration levels would be variable depending on the type of construction project and related equipment use.

Table 4.13-14 Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (PPV) at 25 Feet, Inches per Second	Root Mean Square at 25 Feet (VdB)
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: FTA 2018:Table 7-4.

Typical construction activities, such as the use of jackhammers, blasting, other high-power or vibratory tools, compactors, and tracked equipment, may generate substantial vibration near the source. Activities involving pile driving and blasting tend to generate the highest levels of vibration, and, thus, these activities tend to result in construction related impacts more frequently than other construction activities (FTA 2018). When pile driving occurs for building construction, several piles requiring multiple blows could occur in a given day; thus, this analysis conservatively applies the FTA criterion of 65 VdB for frequent events to evaluate vibration impacts. For less frequent activities other than pile driving, the 80 VdB threshold was used for disturbance to sensitive receptors and the Caltrans 0.2 PPV in/sec criterion is used to evaluate structural damage.

When evaluating construction-related vibration impacts, the activities with the greatest potential to cause impacts (structural damage or disturbance to sensitive land uses) are the primary focus. As discussed for Impact 4.13-1, specific construction activities, proximity of equipment to structures and sensitive land uses, and specific duration of individual construction projects are not known at this time; therefore, this analysis evaluates the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction. Blasting is generally conducted to remove rock outcroppings and not used for typical building construction or demolition in urban settings. Thus, of the vibration-generating equipment shown above, pile driving is the activity that has the greatest potential to result in impacts because it could potentially be used during construction of new residential, commercial, or other land uses under the GPU, as well as other infrastructure associated with development. Not all construction activity under the GPU would involve pile driving; thus, this analysis also evaluates vibration levels resulting from construction activities that do not involve pile driving.

For construction activities involving pile driving, based on FTA's recommended procedure for applying propagation adjustments to reference levels for a typical pile driver, vibration levels could exceed the threshold of significance for disturbance to a sensitive land use within 919 feet of construction activities and could exceed the threshold of significance for structural damage within 100 feet of construction activities.

For construction activities that would not involve pile driving, a dozer or a roller is generally the equipment that causes the highest vibration levels. Using a reference vibration level for a dozer and applying standard propagation adjustments, vibration levels from construction activity without pile driving could exceed the threshold of significance for disturbance to a sensitive land use within 43 feet of construction activities and could exceed the threshold of significance for structural damage within 15 feet of construction activities. See Appendix D for modeling inputs and results.

The Town's time-of-day construction limitations (i.e., Policy SN-8.13) would avoid vibration-related disturbance during more sensitive hours of the day; however, due to the level of anticipated development throughout the Town, the lack of knowledge involving specific construction activities, and their proximity to sensitive receptors, the possibility remains for construction activities that generate vibration to occur within distances identified above, resulting in disturbance to sensitive land uses or structural damage. For this reason, the impact would be potentially significant.

Rail

As discussed in Section 4.13.2, "Environmental Setting," above, the UPRR line bisecting the town from east to west supports freight and passenger train service. Placement of new receptors near existing or future planned rail right-of-way could expose people to substantial vibration levels, depending on the proximity to rail alignments and depending on the type of rail and daily frequency of service. As shown in Chapter 3, "Project Description," the GPU's Land Use Diagram (Figure 3-4) depicts the desired outcome of land use development for the future of the town. To evaluate the potential for vibration impacts, FTA's General Vibration Assessment Impact Criteria were applied (FTA 2018). Regarding rail vibration, it is rare for operations to cause substantial or even minor cosmetic damage to buildings. Further, newer building construction would not be nearly as susceptible to damage as older structures; therefore, structural damage to new development from rail operations is not discussed further. This impact focusses on disturbance to new sensitive land uses from existing rail operations. Based on FTA impact criteria for infrequent events (i.e., fewer than 30 events per day,) residences and buildings where people normally sleep would be exposed to substantial vibration levels if the significance threshold of 80 VdB were to be exceeded. Furthermore, as discussed above, it is not anticipated that rail activity would substantially increase due to implementation of the GPU.

In accordance with FTA guidance, locomotive powered passenger and freight rail generates 80 VdB at approximately 80 feet from the track centerline (FTA 2018: Figure 6-4.) Therefore, new residential receptors located within 80 feet of from the track centerline could be exposed to levels of vibration exceeding the threshold of 80 Vdb for human response. GPU Policy SN-8.7 would aim to reduce potential impacts associated with rail operations for developments proposed within 200 feet from the centerline of the railroad tracks. If potential groundborne vibration impacts are identified, it would be required that all feasible mitigation would be implemented. GPU Action SN-8.A would amend the Development Code in support of GPU Policy SN-8.7 ensuring all vibration-sensitive uses and buildings are sited at least 200-feet from the centerline of the railroad tracks. Although there is potential for buildout of the proposed land use diagram to result in noise-sensitive uses near the railroad track, implementation of proposed Policy SN-8.7 and Action SN-8.A would address this through a required setback for noise-sensitive uses.

Summary

Implementation of GPU Policy SN-8.13 would require that vibration generating construction activities do not occur during sensitive times of the day (i.e., late evening through early morning). However, at this programmatic level of analysis it is not possible to conclude that vibration levels in all locations associated with all future development under the GPU would be reduced to acceptable levels; thus, there could be future development that results in vibration levels that cause human annoyance in relation to construction activities. Implementation of GPU Policy SN-8.7, which would require project-specific vibration analyses to evaluate vibration exposure from nearby railroad tracks, would ensure that new sensitive receptors located in proximity to transit would be evaluated for potential levels of vibration exceeding Town standards. Because specific receptor type and proximity to transit is unknown, it cannot be determined whether new development would achieve acceptable vibration levels in all locations.

Implementation of Policy SN-8.20 would require the construction contractor to minimize vibration exposure to nearby receptors by locating equipment far from receptors, phasing operations (total vibration level produced could be significantly less when each vibration source is operated at separate times), and predrilling holes for potential piles. These vibration control measures would result in compliance with recommended levels to prevent structural damage. However, while these measures would substantially lessen human annoyance resulting from vibration levels, at this programmatic level of analysis it is not possible to conclude that vibration levels in all locations associated with all future development under the GPU would be reduced below human annoyance levels; there could be future development that results in vibration levels that cause human annoyance. As a result, this impact would be **significant and unavoidable**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would minimize vibration exposure to nearby receptors, but cannot be assumed to be sufficient to eliminate the potential for exposure to excessive vibration. There are no additional plan-level measures available that would address the potential to generate vibration. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects related to vibration; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains **significant and unavoidable**.

Impact 4.13-6: For a Project Located Within the Vicinity of a Private Air Strip or an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 Miles Of A Public Airport Or Public Use Airport, Would The Project Expose People Residing Or Working In The Project Area To Excessive Noise Levels

The GPU would not locate sensitive land uses within a 60 CNEL aircraft noise contour of the Truckee Tahoe Airport. Additionally, the GPU would require compliance with the adopted Truckee Tahoe Airport Land Use Compatibility Plan and coordination with Truckee Tahoe Airport District and Truckee Tahoe Airport Land Use Commission to ensure noise standards are met. Furthermore, Section 18.44.070 of the Development Code exempts public transportation facilities, including airports, from the provisions in the noise chapter. For these reasons, the impact would be **less than significant**.

As discussed in Section 4.13.2, "Environmental Setting," the town is located on the west and north sides of the Truckee Tahoe Airport with the primary flight path following highways in the area (i.e., I-80, SR 89, SR 267). The GPU land use diagram would not allow residential land uses, or any other sensitive land use, within a 60 CNEL aircraft noise contour of the Truckee Tahoe Airport. In addition, there would be no changes to the type of development that could occur in these areas, compared to uses allowed under the 2025 General Plan.

The Truckee Tahoe Airport Land Use Compatibility Plan considers a maximum CNEL of 60 dB as normally acceptable for new residential land uses near the Truckee Tahoe Airport. As detailed in Chapter 3, "Project Description," the GPU would minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee Tahoe Airport. The Town has coordinated with the airport regarding the GPU; no concerns have been identified due to the similarities in the proposed land use diagram near the airport. Notably, Truckee-Tahoe Airport is currently evaluating update of the Airport Master Plan, which may include a third runway to enhance safety and reduce noise due to residential overflight. According to the airport, this runway would not facilitate growth or increased flights.

GPU Policy SN-8.16 would require compliance with the adopted Truckee Tahoe Airport Land Use Compatibility Plan. Additionally, GPU Policy SN-8.17 would require coordination between development applicants and the Truckee Tahoe Airport District and Truckee Tahoe Airport Land Use Commission to ensure noise standards are met. GPU Policy SN-8.18 would initiate cooperation with the Truckee Tahoe Airport District to coordinate long-term planning efforts to minimize noise exposure. Additionally, GPU Policy SN-8.2 would require the preparation of a noise analysis when sensitive uses are proposed to be located within noise-impacted areas that may be exposed to levels greater than "normally acceptable." GPU Action SN-8.E would support GPU policy implementation related to airport noise by amending the Development Code and Town Building Code to maintain consistency with the Truckee Tahoe Airport Land Use Compatibility Plan.

Build out of the GPU would not locate noise sensitive land uses within the 60 dB CNEL noise contour. GPU policies would continue to apply if the Truckee Tahoe Airport Land Use Compatibility Plan is updated and noise contours are recalculated The GPU would be consistent with the Truckee Tahoe Airport Land Use Compatibility Plan and would not expose any noise-sensitive receptors to aircraft noise that exceeds Truckee Tahoe Airport Land Use Compatibility Plan standards. Thus, the impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.14 POPULATION AND HOUSING

This section provides an overview of population, employment, and housing in the Town of Truckee and analyzes the potential environmental impacts of projected development under Truckee2040 related to population, employment, and housing.

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding affordable workforce housing and the effects of job-creating land uses on the availability of housing. The Town of Truckee 2019–2027 Housing Element was adopted in August 2019. The Housing Element and associated policies are not a component of the project evaluated herein.

4.14.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to population and housing for the project.

STATE

State Housing Element Law

The Housing Element law (Government Code Section 65580 et seq.) mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, state housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that the housing elements must be updated at least once every 5 years. The Town of Truckee 2019–2027 Housing Element was adopted in August 2019 and determined by the state to be in compliance with the Housing Element Law.

<u>Regional Housing Needs Allocation</u>

The Housing Element law requires that each county and city develop local housing programs to meet its "fair share" of future housing growth needs for all income groups, as determined by the California Department of Housing and Community Development (HCD). The regional councils of government are tasked with distributing the state-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the Regional Housing Needs Allocation (RHNA) process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of (1) zoning "adequate sites" at suitable densities to provide affordability and (2) housing programs to support production of below-market rate units. The current RHNA prepared by HCD allocate housing needs for the period from December 31, 2018 through August 15, 2027. The RHNA identifies 755 units as the Town of Truckee's share of the region's housing need for the 2019-2027 planning period (see Table 4.14-1) (HCD 2018). This total includes 327 units in the "very low" and "low" income categories.

Table 4.14-1 Regional Housing Needs Allocation for the Town of Truckee 2019–2027

	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Total
2019-2027 RHNA Need	187	140	128	300	755
2019 Building permits issued	128	24	0	84	236
2020 Building permits issued	57	57	8	96	218
Total Building Permits Issued	185	81	8	180	454

Source: HCD 2022.

Government Code Section 65863 (No Net Loss Law)

The purpose of Government Code Section 65863 (No Net Loss Law) is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's RHNA, especially for lower- and moderate-income households. If a reduction in residential density for any parcel would result in the remaining sites in the housing element not being adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584, the jurisdiction may reduce the density on that parcel if it identifies sufficient additional, adequate, and available sites with an equal or greater residential density in the jurisdiction so that there is no net loss of residential unit capacity.

Housing Crisis Act of 2019

The Housing Crisis Act of 2019 (Senate Bill 330; Government Code Section 66300-66301), was signed into law in 2019 to promote housing development and preservation of existing housing throughout the state. In addition to several requirements to streamline housing approvals, the act restricts local jurisdictions from amending an existing land use designation to prohibit or lower the intensity of residential development (i.e., "downzone" land) unless an increase in capacity is concurrently approved elsewhere to ensure no capacity for housing is lost.

LOCAL

Town of Truckee Housing Element

The Housing Element describes a variety of policies and programs intended to conserve the existing supply of housing in the Town, including affordable housing, as well as to provide capacity for the development of new housing in accordance with the County's RHNA allocation.

An important goal of the Housing Element is to ensure that the Town continues to grow and develop as a clean and safe city where residents have access to adequate, dignified, and affordable housing without overcrowding, where population density is in balance with resources. Between January 1, 2019, and December 31, 2020, the Town issued building permits for 454 very low-income, low-income, moderate-income, and above moderate-income dwelling units, which is an average of 227 units per year and more than half of the RHNA (see Table 4.14-1).

The Housing Element includes goals and policies related to providing an adequate supply of housing sites to meet the housing needs of all segments of the community through consistency with the "no-net-loss" density provisions contained in Government Code Section 65863, promoting affordable and higher density residential development, encouraging alternative housing types, and expanding opportunities for accessory dwelling units (Goals H-1 and H-2 and Policies H-1.1 through H-1.7 and Policies H-2.1 through H-2.12). The Housing Element also identifies a goal and policies that support providing housing opportunities for residents with special needs (e.g., elderly, people with disabilities, single parent households, large households, and the homeless) (Goal H-3 and Policies H-3.1 through H-3.3). Conservation of the existing housing stock and the neighborhoods in which it is located is also supported by goals and policies of the Housing Element (Goal H-4 and Policies H-4.1 through H-4.7).

Town of Truckee Housing Specific Development Code

Article VII of the Development Code includes the Town's affordable housing definitions and requirements such as inclusionary housing for residential projects, workforce housing for non-residential projects, and affordable housing controls.

Inclusionary Housing Ordinance

The Town's Inclusionary Housing Ordinance is provided in Chapter 18.214 of the Development Code. Inclusionary housing is a dwelling unit that must be offered at affordable rent or affordable sales price as part of a residential development project. All residential development projects, including the subdivision of land that is planned, designed, or used for residential purposes, including the subdivision of land for the sale of vacant residential lots, must include or provide inclusionary housing. Fifteen percent of all new dwelling units in a residential development project are required to be affordable units.

For ownership projects, the inclusionary units can either be rental or for sale units. For ownership inclusionary units, 100 percent must be affordable to moderate income households or one-third of the units must be affordable to low-income households, one-third must be affordable to moderate income households, and one-third must be affordable to above moderate-income households. For rental inclusionary units, 100 percent of the units must be affordable to low-income households or one-third must be affordable to very low-income households, one-third must be affordable to low-income households, and one-third must be affordable to moderate income households. For rental projects, the inclusionary units must be rental units at the same affordability levels stated above for rental units within ownership projects.

A developer of a residential development project may propose to meet the inclusionary requirements through an alternative equivalent, such as providing affordable units on another site within the Truckee region (i.e., eastern Nevada and Placer counties), designation of land to the Town, purchase of inclusionary housing credits from other residential development projects with excess affordable units, or acquisition of existing market-rate units and enforcement of rental/sales price restrictions on these units.

Some projects are exempt from this requirement, for example a mixed-use project in which the units will be restricted to affordable housing with additional exemptions described in Section 18.214.040(F) of the Town Development Code.

<u>Workforce Housing Ordinance</u>

The Town's Workforce Housing Ordinance is provided in Chapter 18.216 of the Development Code. All commercial, industrial, institutional, recreational, residential resort, and other non-residential projects must include or provide workforce housing. The number of workforce housing units required can be calculated based on the number of full-time equivalent employees (FTEE) or based on the number of employees calculated by income levels. Development projects that are exempt from the workforce housing requirements include:

- Residential development projects which do not include a resort, commercial or community amenity use that will generate employees;
- Development projects that generate less than seven FTEE; and
- Conversion of non-residential floor space from one use to another whereby the new use generates the same or less number of FTEE from the previous use.

For the number of units required based on the number of FTEE, the required number is as follows:

- 7-20 FTEE: project must pay a fraction of an in-lieu affordable housing fee equivalent to 3.5 percent of the number of FTEE.
- 20-40 FTEE: project must construct and complete workforce housing units for 7.5 percent of the FTEE generated by the project.
- 40 or more FTEE: project must construct workforce housing units for 14 percent of the FTEE generated by the project. For rental units, 100 percent of the units must be affordable to low-income households, or one-third must be affordable to very low-income households, one-third must be affordable to low-income households and one-third must be affordable to moderate income households.

Developers may propose an alternative equivalent or may propose to pay in in-lieu fee similar to those described for the Inclusionary Housing Ordinance. Development projects constructing all of their workforce housing units on site and/or off site are eligible for density bonuses, incentives, and concessions.

4.14.2 Environmental Setting

The following setting is based on population, housing, and employment data included in the 2018 Existing Conditions Report, which relied on U.S. Census Bureau and California Department of Finance (DOF) data available at that time. Since the 2018 Existing Conditions Report was completed, the COVID-19 pandemic occurred resulting in changes in where people lived and worked, which led to an influx of people moving to Truckee and the North Shore of Lake

Tahoe. BAE Urban Economics prepared a memorandum that addresses the available information pertaining to the estimated change in the number of residents and associated households living in the Town due to the pandemic and how the available information impacts the way in which projections of anticipated residential and non-residential land use demand (prepared just prior to the onset of the pandemic) should be interpreted for the purposes of Truckee2040 (BAE Urban Economics 2021). The BAE Urban Economics memorandum concluded:

> contrary to the lived experience of many and the significant anecdotal evidence accumulated over the past year and a half, the available quantitative data indicates that while the Truckee area likely did experience a significant influx of new residents in the wake of the pandemic, the data subsequently indicate that the long-term impacts may be significantly less than supposed earlier on in the pandemic. More specifically, the available USPS data indicate that the flow of new residents into the area has largely reversed in 2021; though the extent to which at least some of the new residents will stay in the area is, as of yet, unknown.

Thus, because the data shows that in 2021 the flow of new residents into the area has largely reversed, this EIR will continue to rely on the data provided in the 2018 Existing Conditions Report.

POPULATION TRENDS

Population Growth

Truckee is one of three incorporated cities in Nevada County. With an estimated 2018 population of 16,681, Truckee is the largest incorporated area, making up roughly 16.8 percent of the countywide population of 99,155. As shown in Table 4.14-2, the population in Truckee from 2010 to 2018 remained constant, with a moderate average annual growth rate (AAGR) of 0.4 percent. Nevada City, the smallest incorporated area in the county, had a slightly higher AAGR of 0.6 percent, with a total population of 3,226 in 2018. The total population in the county also remained fairly constant from 2010 to 2018, with an AAGR of around 0 percent.

Table 4.14-2 Population Growth Trends in the Town of Truckee and Nevada County Cities, 2010–2018

Location	2010 Population	2018 Population	AAGR (2010–2018)
Grass Valley	12,860	13,041	0.2%
Nevada City	3,068	3,226	0.6%
Truckee	**16,180**	**16,681**	**0.4%**
Balance of County (unincorporated)	66,656	66,207	-0.1%
Incorporated	32,108	32,948	0.3%
Nevada County Total	**98,764**	**99,155**	**0.0%**

Note: AAGR = average annual growth rate

Source: DOF 2018a.

Population Projections

Table 4.14-3 shows a range of population projections for Truckee that were calculated using a low AAGR of 0.39 percent (based on the growth rate between 2010 and 2018) and a high AAGR of 1.06 percent (based on the growth rate between 2000 and 2018). Based on these figures, the town's population is projected to grow between 17,500 and 18,900 residents by 2030, with an increase in the number of residents ranging from 800 to 2,200 over the 2018 population of 16,700. By 2040, the population is projected to continue to grow from 18,200 to 21,000 residents, for an increase of 1,500–4,300 residents from the 2018 population.

DOF produces population projections for the state and counties in California on a regular basis. Current (2018) DOF projections show the county population growing at an AAGR of 0.54 percent from 2018 to 2040, which is within the lower AAGR range for the town (0.39–1.06 percent). The population in the county is expected to increase from 98,757 in 2018 to 105,318 by 2030 and to 111,007 by 2040. This translates into an increase in population of 6,561 by 2030 and 12,250 by 2040, as compared to the population in 2018.

Table 4.14-3 Population Growth Projections in the Town of Truckee and Nevada County, 2018–2040

Year	Town of Truckee[1]		Nevada County
	Low Projected Population (AAGR 0.39%)	High Projected Population (AAGR 1.06%)	Projected Population (AAGR 0.54%)
2018	16,700	16,700	98,757
2030	17,500	18,900	105,318
2040	18,200	21,000	111,007

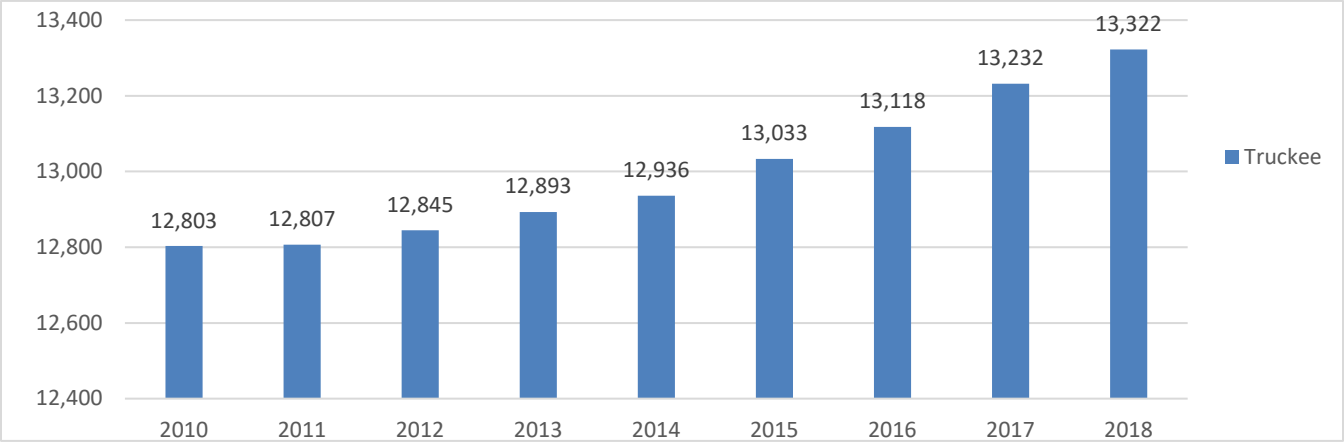
Notes: AAGR = average annual growth rate

[1] For Truckee projections, the low projected population represents an AAGR for 2010–2018 and the high projected population an AAGR for 2000–2018. Projections are rounded to the nearest hundredth.

Sources: DOF 2018a, 2018b; town projections prepared by Ascent Environmental in 2018.

NUMBER OF HOUSING UNITS

DOF data for 2018 show an estimated 13,322 housing units within the town, a 4.1-percent increase in the overall housing stock since 2010. Figure 4.14-1 shows a steady increase in the number of housing units in the town over time, from 2010 to 2018.



Source: DOF 2018a.

Figure 4.14-1 Number of Housing Units in Truckee

Table 4.14-4 compares the number of housing units in the town with the number of total housing units in the county from 2010–2018. In 2010, the number of housing units in Truckee represented 24.3 percent of the countywide housing stock. This number has remained consistent over the years. In 2018, the town's 13,322 housing units accounted for 24.8 percent of housing units countywide.

Table 4.14-4 Number of Housing Units in the Town of Truckee and Nevada County, 2010–2018

Year	Truckee	Nevada County	Truckee as Percent of County
2010	12,803	52,590	24.3%
2011	12,807	52,677	24.3%
2012	12,845	52,766	24.3%
2013	12,893	52,879	24.4%
2014	12,936	52,987	24.4%
2015	13,033	53,182	24.5%
2016	13,118	53,347	24.6%
2017	13,232	52,557	25.2%
2018	13,322	53,745	24.8%

Source: DOF 2018a.

HOUSING UNITS BY TYPE

Of the 12,803 housing units reported by DOF in 2010, single-family detached units were the largest housing type, accounting for 84 percent of total housing units in the town (Table 4.14-5). The second largest group was multifamily units, making up 10.9 percent of total housing units in Truckee. There was an increase in all housing unit types from 2010 to 2018 in the town and the county. In 2018, single-family detached units continued to be the largest housing type in Truckee, accounting for 84 percent of the total units. Multifamily units continued to be the second largest group, accounting for 11 percent of the total units in 2018. The number of single-family detached housing units increased by 4.1 percent from 2010 in Truckee, and the number of single-family attached units increased by 7.4 percent. The number of multifamily housing units increased by 4.6 percent between 2010 and 2018, while the number of mobile home housing units remained essentially unchanged with only one unit added between 2010 and 2018. Countywide, the number of single-family attached housing units increased the most (5.7 percent). The numbers of single-family detached, multifamily, and mobile homes all increased by around 2 percent.

Table 4.14-5 Housing Units by Type in the Town of Truckee and Nevada County

Housing Type	Truckee					Nevada County				
	Number of Units in 2010	Percent of Total	Number of Units in 2018	Percent of Total	Percent Change (2010–2018)	Number of Units in 2010	Percent of Total	Number of Units in 2018	Percent of Total	Percent Change (2010– 2018)
Single-family, detached	10,758	84.0%	11,196	84.0%	4.1%	43,577	82.9%	44,523	82.8%	2.2%
Single-family, attached	203	1.6%	218	1.6%	7.4%	806	1.5%	852	1.6%	5.7%
Multifamily	1,401	10.9%	1,466	11.0%	4.6%	5,093	9.7%	5,194	9.7%	2.0%
Mobile homes	441	3.4%	442	3.3%	0.2%	3,114	5.9%	3,176	5.9%	2.0%
Total	**12,803**	**100.0%**	**13,322**	**100.0%**	**4.1%**	**52,590**	**100.0%**	**53,745**	**100.0%**	**2.2%**

Source: DOF 2018a.

HOUSEHOLD TRENDS

Household Growth

Truckee's household count grew moderately from 2010 to 2018, to a total of 6,530 households in 2018 (as shown in Table 4.14-6). This represents an AAGR of 0.2 percent and a total growth of an estimated 187 households during this period. This low growth trend is very similar to that in the other incorporated areas, with Grass Valley growing at 0.1 percent to a total of 6,156 households and Nevada City at 0.3 percent to a total of 1,422 households. The number of households in the unincorporated county decreased slightly during this period, and the countywide household count remained constant over the 8-year period, with an AAGR of less than 0.1 percent. The average number of persons per household in 2018 was 2.54 in Truckee and 2.35 countywide.

Table 4.14-6 Household Growth Trends in the Town of Truckee and Nevada County Cities, 2010–2018

Location	2010 Households	2018 Households	AAGR (2010–2018)
Grass Valley	6,076	6,156	0.1%
Nevada City	1,356	1,422	0.3%
Truckee	**6,343**	**6,530**	**0.2%**
Balance of County (unincorporated)	27,708	27,540	0.0%
Incorporated	13,757	14,110	0.1%
Nevada County total	**41,527**	**41,647**	**0.0%**

Note: AAGR = average annual growth rate.

Source: DOF 2018a; growth projections prepared by Ascent Environmental in 2018.

Household Projections

Based on DOF data for the same timeframes (i.e., 2000–2018 and 2010–2018) the number of households in Truckee would be expected to increase from 6,500 households to between 6,800 and 7,700 households by 2030, with an AAGR ranging from 0.37 percent to 1.37 percent (see Table 4.14-7). Assuming households continue to increase at the same rate, by 2040 Truckee could have between 7,100 and 8,800 households.

Based on historical trends, the number of households in the county is projected to grow to between 41,800 and 45,300 by 2030, as compared to 41,700 households in 2018. By 2040, the number of households is projected to increase to between 42,000 and 48,500 households, with an increase in households ranging from 300 to 6,800 over the number of households in 2018.

Table 4.14-7 Household Growth Projections in the Town of Truckee and Nevada County, 2018–2040

Year	Town of Truckee[1]		Nevada County[1]	
	Low Projected Household Growth (AAGR 0.37%)	High Projected Household Growth (AAGR 1.37%)	Low Projected Household Growth (AAGR 0.04%)	High Projected Household Growth (AAGR 0.69%)
2018	6,500	6,500	41,700	41,700
2030	6,800	7,700	41,800	45,300
2040	7,100	8,800	42,000	48,500

Notes: AAGR = average annual growth rate.

[1] For town and county projections, the low projected household growth represents an AAGR for 2010–2018 and the high projected household growth an AAGR for 2000–2018. Projections are rounded to the nearest hundredth.

Sources: DOF 2012, 2018a, 2018b; growth projections prepared by Ascent Environmental in 2018.

VACANCY RATES AND TYPE OF VACANCY

Vacancy rates are an indicator of both housing supply and demand. Low vacancy rates indicate an undersupply of housing, suggesting that housing costs may be inflated and that households may find it difficult to find housing with an affordable monthly payment. Meanwhile, a high number of vacant units indicate an oversupply of housing. A vacancy rate between 4 and 6 percent is considered "normal" for most communities.

As shown in Table 4.14-8, U.S. Census Bureau data for 2012–2016 show a residential vacancy rate of 54.9 percent in Truckee, as compared to 23.7 percent countywide. However, the vacancy rates in both areas are driven by the high numbers of units left vacant "for seasonal, recreational, or occasional use." Of the estimated 7,491 housing units reported as vacant in Truckee, 7,059 (94.2 percent), were vacant for seasonal or occasional use. Excluding these units from the vacancy rate calculations results in a functional vacancy rate of 3.5 percent, which better reflects vacancy among housing units that are available. Similarly, for the county, of the estimated 12,602 housing units reported as vacant, 78 percent were vacant for seasonal or occasional use. The vacancy rate changes to 2.6 percent if these units are excluded from the vacancy rate calculations. After excluding vacation homes, both the town and the county are within the "normal" range for vacancy rates.

Table 4.14-8 Housing Occupancy and Vacancy Rates in the Town of Truckee and Nevada County, 2012-2016 (5-Year Average)

Housing Occupancy	Truckee		Nevada County	
	Housing Units	Percent of Total	Housing Units	Percent of Total
Total occupied housing units	**6,146**	**45.1%**	**40,587**	**76.3%**
Total vacant housing units	**7,491**	**54.9%**	**12,602**	**23.7%**
For rent	91	0.7%	481	0.9%
Rented, not occupied	99	0.7%	241	0.5%
For sale only	141	1.0%	618	1.2%
Sold, not occupied	81	0.6%	204	0.4%
For seasonal, recreational, or occasional use	7,059	51.8%	9,824	18.5%
All other vacant	20	0.1%	1,234	2.3%
Total housing units	**13,637**	**100.0%**	**53,189**	**100.0%**
Vacancy Rates	Percent		Percent	
Vacancy rate	54.9%		23.7%	
Homeowner vacancy rate	3.3%		2.1%	
Rental vacancy rate	4.1%		4.0%	
Vacancy rate minus seasonal	3.5%		2.6%	

Note: The housing occupancy data provided in this table represent a 5-year average from 2012-2016. Housing occupancy data available for 2020 reflects similar occupancy trends (U.S. Census Bureau 2020a, 2020b).

Sources: U.S. Census Bureau 2016a, 2016b.

EMPLOYMENT

The total number of jobs located in the town for 2010–2018 from the U.S. Census Bureau's Center for Economic Studies fluctuated but increased overall from approximately 7,000 in 2010 to approximately 7,500 in 2018 (see Table 4.14-9). Additionally, the unemployment rate for residents of the town fluctuated. High unemployment rates between 9.6 percent and 10.3 percent occurred from 2011–2015 but declined to 4.8 percent in 2018.

Table 4.14-9 Number of Jobs and Unemployment Rate for the Town of Truckee, 2010–2018

Year	Number of Jobs[1]	Unemployment Rate[2]
2010	6,986	7.8%
2011	7,492	9.6%
2012	5,774	9.9%
2013	6,442	10.3%
2014	6,631	9.9%
2015	6,896	9.7%
2016	7,080	7.1%
2017	7,070	5.4%
2018	7,553	4.8%

[1] The number of jobs represent the total number of jobs in the town boundaries.

[2] The unemployment rate represents the unemployment rate of residents in the town regardless of where their place of work is located.

Sources: U.S. Census Bureau 2022a, 2022b.

4.14.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The evaluation of potential impacts related to population and housing is based on information obtained from review of Chapter 2, "Population, Employment, and Housing," in the Existing Conditions Report and available population, employment, and housing data and projections from the U.S. Census Bureau and DOF. This evaluation includes review of the existing number of dwelling units, projected demand for housing units based on regional growth estimates, and whether any housing units, including affordable housing units would be eliminated or displaced under the project. Existing and future land uses were also evaluated to determine whether substantial unplanned population growth or displacement of a substantial number of people would occur. For the purposes of this analysis, substantial unplanned population growth is defined as growth exceeding that which could be accommodated by planned residential development for Truckee2040. Substantial displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by Truckee 2040. In determining the level of significance, this analysis assumes that Truckee2040 would comply with the Town Development Code and Housing Element goals and policies established for the Town.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant population and housing impacts if projected development would result in either of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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); or
- displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to population and housing. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-1: Efficient and Sustainable Land Use Patterns. Create efficient land use patterns to provide adequate land designated for residential, commercial, industrial, and open space/recreational uses while reducing environmental impacts, minimizing residential and commercial sprawl, increasing access to opportunity, and mitigating threats to public safety.

- Policy LU-1.1: Balance of Uses. Ensure a healthy balance of residential, commercial, industrial, and open space land to adequately serve all Truckee residents, the local workforce, and visitors and to reduce traffic impacts in the region.
- Policy LU-1.3: Infill Development. Encourage infill development within existing developed areas, including commercial centers and corridors, to promote sustainability, environmental protection, and equitable development patterns.
- Policy LU-1.5: Land Intensification. Approve amendments to the Land Use Map that increase intensities and/or densities of a property only if it is found that such amendment will provide community benefits, such as affordable housing, public open space, or trail improvements.

GOAL LU-2: Residential Uses. Provide an adequate amount of land designated for residential uses to accommodate affordable and workforce housing needs, prevent sprawl, and minimize daily commutes.

- Policy LU-2.1: Sufficient Residential Land to House Local Workforce. Maintain sufficient land designated for a variety of housing types to house the local workforce, support a strong local economy, and reduce regional traffic impacts.
- Policy LU-2.2: Infill Housing in Single-Family Neighborhoods. Increase infill housing opportunities in single-family neighborhoods with adequate infrastructure and limited environmental constraints by encouraging accessory dwelling units, duplexes, subdivision of existing single-family parcels, and a greater variety of housing types.
- Policy LU-2.3: Minimum Residential Densities. Require new residential development to meet minimum density standards and encourage residential development to build at densities as close to the maximum density standard as feasible. If minimum density cannot be met, density should be transferred to other suitable parcels.
- Policy LU-2.4: Appropriate Location of Affordable Housing Development. Use regulatory and voluntary tools to focus affordable housing development along existing and planned transit routes and near services and jobs.
- Policy LU-2.5: Healthy Jobs-Housing Balance. Incorporate information from the North Tahoe Regional Workforce Housing Needs Assessment and future housing needs studies into the Town's housing strategy to maintain a healthy jobs-housing balance in Truckee.
- Policy LU-2.6: Short-Term Rentals. Continue to regulate short-term rentals to better use both existing and future rental stock for full-time residents and to maintain the quality of life in residential neighborhoods.
- Policy LU-2.8: Small-Lot Homeownership. Prioritize funding and investment in income-restricted small-lot homeownership developments to provide alternative affordable housing opportunities for owners of mobile homes.
- Policy LU-2.9: Estate Parcel Subdivision. Discourage future subdivision of estate-type parcels (2.5 to 10 acres in size) within the town boundaries outside of existing rural subdivisions.
- Policy LU-2.10: Clustered Residential Subdivisions. Require new residential subdivisions, resulting in more than two parcels, to be clustered consistent with the Open Space/Cluster Requirements of the Development Code to achieve the following:
  - Avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources.
  - Avoid areas of significant hazard, such as floodplains, steep slopes, unstable soils, and avalanche areas, to protect public health and safety.
  - Maximize contiguous areas of open space.
  - Minimize infrastructure costs.
- Policy LU-2.11: Open Space through Clustering. Consider the type, location, and quality of open space areas preserved through clustering as an integral and primary element in the overall site planning for a project. This may necessitate residential project design that includes smaller units or lot size in order to accommodate clustering.
- Policy LU-2.12: Open Space Preservation and Management. Preserve the portions of parcels not developed with clustered residential uses as undeveloped open space. Preservation and management options for open space include:
  - dedication to a homeowners association;
  - dedication to a public agency such as the Truckee-Donner Recreation and Park District or to a land trust or other nonprofit agency; or
  - for smaller subdivisions (fewer than five parcels), the use of development envelopes in conjunction with conservation easements or deed restrictions.

GOAL LU-3: Commercial and Mixed-Use Development. Create vibrant mixed-use corridors, support commercial centers, and provide neighborhood services to reduce traffic and greenhouse gas emissions while minimizing land use conflicts.

- Policy LU-3.1: Mixed-Use Development. Strongly encourage mixed-use development to support compact pedestrian-friendly districts in appropriate locations, including the Downtown, the West River District, and the Gateway District.
- Policy LU-3.3: Complete Neighborhoods. Encourage complete neighborhoods that incorporate a mix of housing densities, local commercial uses, and public facilities/services, strategically located along major transportation corridors to support transit, bicycle, and pedestrian use while reducing vehicle miles traveled.
- Action LU-3.A: Residential Development Incentives. Develop a program to provide effective incentives for the inclusion of housing affordable to the local workforce in mixed-use projects.

GOAL LU-6: Downtown. Preserve and enhance the historic mountain character of the Downtown and support a vibrant district through infill growth, a mix of uses, and public spaces.

- Policy LU-6.1: Mix of Uses. Encourage a mix of uses that help to complete the Downtown by:
  - increasing opportunities for a variety of infill housing,
  - enhancing the pedestrian-orientation and activity in the Downtown,
  - improving river access, and
  - providing an environment that fosters street-level activity and social interaction.
- Policy LU-6.6: No Net Loss of Housing. Ensure no net loss of existing residential units in the Downtown.
- Policy LU-6.7: Affordable Residential Development. Accommodate additional residential development in the Downtown, including affordable workforce housing.

GOAL LU-7: Joerger Ranch. Foster high-quality development to create a commercial and industrial center that supports a diverse economy while providing housing and high quality of life.

- Policy LU-7.4: Workforce Housing. Ensure the supply of on-site housing for 50 percent of the very low-, low-, and moderate-income workforce associated with development of the Joerger Ranch Specific Plan area. If land use or noise compatibility requirements of the Airport Land Use Compatibility Plan preclude or reduce the total amount of housing that can be developed on-site, required workforce housing may be permitted to be located off-site.

GOAL LU-8: Gateway District. Create a mixed-use corridor that provides housing, services, and employment opportunities in an active, safe, and pedestrian-oriented environment.

- Policy LU-8.3: Required Commercial Component. Require new development in the Gateway District to provide commercial uses on the ground floor of all structures fronting Donner Pass Road and at least 25 percent of the building space on a site to be dedicated for commercial uses.
- Policy LU-8.6: Incentives for Affordable and Workforce Housing. Provide funding and incentives for mixed-use redevelopment projects in the Gateway District that provide affordable, workforce, and/or senior housing.
- Policy LU-8.7: Multi-Family Unit Size. Limit the maximum average living area to 1,000 square feet per unit for new multi-family developments in the Gateway District to ensure the construction of smaller units that are more affordable to residents and the local workforce.
- Action LU-8.A: Gateway District Overlay. Amend the Development Code to create an overlay for the Gateway District that establishes development expectations and incentives specifically applied to sites within the district. The overlay should provide flexibility to incentivize the development of affordable, workforce, and senior housing.
- Action LU-8.B: Public Facility Relocation. Partner with local government agencies and special districts with facilities located along Donner Pass Road in the Gateway District on opportunities to find suitable relocation site.

- **Action LU-8.D: Housing on Excess Public Property.** Collaborate with public landowners and institutions (e.g., Tahoe Truckee Unified School District, Tahoe Forest Hospital, Truckee Donner Public Utility District, State of California) to create workforce housing on excess public property.

GOAL LU-9: West River District. Transform the West River District into a live/work/recreate district that provides public access to the Truckee River, supports the local economy, and provides a variety of housing types.

- **Policy LU-9.1: Variety of Uses in West River.** Support a variety of uses in the West River District to create a live/work/recreate district where the following uses are in harmony:
  - Industrial businesses continue to support a four-season economy while minimizing impacts on surrounding uses and the environment;
  - A mix of residential types provides housing for the workforce;
  - Retail, lodging, and services uses activate the area; and
  - Access to a restored Truckee River is provided for residents, employees, and visitors.
- **Policy LU-9.4: Transition of Industrial to River-Oriented Uses.** Activate the riverfront by replacing industrial uses with a mix of commercial and residential uses on the parcels between West River Street and the Truckee River and provide opportunities for river access. Create an employment district in an improved industrial setting between West River Street and the Union Pacific Railroad to allow for the relocation of existing industrial uses.
- **Policy LU-9.5: Productive Infill Development in the West River District.** Support infill development on underutilized parcels in the West River District that provides job-intensive uses and limit uses that do not support goals for employment and productive infill development, such as warehousing or mini-storage.

GOAL LU-10: **Donner Lake.** Protect Donner Lake as a natural, scenic, and recreational resource and create a neighborhood center that serves residents and visitors.

- **Policy LU-10.1: Housing and Neighborhood Services at Donner Lake.** Support compact development that expands neighborhood services, creates diverse housing opportunities, and promotes a walkable and bikeable neighborhood.

GOAL LU-12: Regional Land Use Coordination. Work with Nevada and Placer Counties and the Truckee Tahoe Airport District to ensure that any development in the Truckee region is compatible with the Town's goals and policies and enhances the quality of life for residents of Truckee and the wider region.

- **Policy LU-12.1: Prevention of Uncontrolled Growth.** Maintain a Sphere of Influence to prevent uncontrolled growth outside of the town limits and to protect areas with significant natural resources and open space from development.
- **Policy LU-12.4: Support for Housing Development.** Support the provision of housing for all income segments dispersed evenly throughout all developed portions of the Planning Area to meet demand created by new employment-generating development in these areas.

DOWNTOWN TRUCKEE PLAN

Policies

The following policies from the Downtown Truckee Plan apply to population and housing:

- **LU-4:** Encourage additional office space along West River Street, Brockway Road, and the Railyard to balance out seasonal fluctuations created by retail uses.
- **LU-CC-1:** Promote a mix of uses in this area, including residential, lodging, office, retail and entertainment commercial, and public. Extend the mixed land use pattern beyond the Commercial Row area into Brickelltown, Jibboom Street, Church Street, and the West River Street areas.

- **LU-CC-4:** Promote new infill development along both sides of Jibboom Street to create an extension of the Downtown Commercial Core subarea. Require ground floor commercial uses on the north side of Jibboom Street between Spring Street and Bridge Street.
- **LU-R-3:** Rezone the lands owned by Caltrans to a high density zoning designation upon change of ownership or relocation of the maintenance facility.
- **LU-R-4:** Allow mixed-use projects, compatible with adjacent residential uses, at the west end of East River Street and east end of South River Street.
- **LU-HT-1:** Promote development of the Hilltop subarea as an attractive residential area with a mix of commercial, office, and recreational uses oriented to the pedestrian realm. Refer to Table 2-2 for guidelines for development density in the area..
- **LU-HT-2:** The Town shall initiate a review and update of the Hilltop Master Plan to ensure the Master Plan includes the following features:
  - Affordable and workforce housing that, at a minimum, meets the Town's Development Code requirements for affordable housing.
  - Preservation and protection of the old ski hill as a public park.
  - Clustering of development to protect sensitive resources, ridgelines, scenic views, and open space.
  - A mix of retail and services to support the neighborhoods along Brockway Road and Hilltop.
  - A coordinated infrastructure plan. A phased plan may be considered to support future development under a shared plan among property owners.
- **LU-RY-3:** Provide a variety of housing densities and types within the Railyard's districts.

ISSUES NOT DISCUSSED FURTHER

All issues identified in the thresholds of significance are evaluated in detail below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.14-1: 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)

Implementation of Truckee2040 would facilitate new residential development in the town, which would accommodate an increase in the population to an estimated 20,100 by the year 2040 and an estimated 23,200 at buildout beyond 2040. Growth under Truckee2040 would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions). Because projected development under the GPU would result in population growth consistent with estimated population projections, impacts would be **less than significant**.

The existing population of the Town of Truckee (as of 2020) is 16,729 (US Census Bureau 2021). The AAGR from 2010 to 2018 was approximately 0.4 percent; however, the AAGR from 2000-2018 was approximately 1.06 percent that is factored into the higher projected population of 21,000 in Table 4.14-3 (see "Population Projections," above). As discussed in Chapter 3, "Project Description," the GPU and this EIR assume a future AAGR of 0.9 percent based on consideration of DOF forecasts and U.S. Census Bureau population estimates, as well as recent population trends in the town. This is within the historical rate of growth disclosed in Section 4.14.2, "Environmental Setting," and reflects population growth anticipated in the town irrespective of the project.

Thus, the population projection for the town with implementation of Truckee2040 is estimated to be 20,100 in 2040.

Buildout of Truckee2040, which would likely occur decades beyond the 2040 planning horizon, has capacity for an estimated 23,200 full-time residents and 11,200 jobs (see Table 3-3 in Chapter 3, "Project Description"). As shown in Table 4.14-9, the number of jobs in the town steadily increased from 2010-2018 with a general decline in unemployment. Development under Truckee2040, including providing new jobs, would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions) and is expected to continue to experience a low growth rate such that buildout of Truckee2040 would occur sometime after 2040.

Truckee2040 is the principal policy document for guiding future development and resource management of the town. The vision of the GPU for the town is a thriving mountain town with a diverse community, strong four-season economy, and healthy environment with a variety of housing types, arts and culture, and services to support full-time residents and visitors. Truckee2040 focuses on supporting infill development in focus areas of the town for siting new development or redevelopment, which would include the Gateway Area/Donner Pass Road, Downtown area, and West River Street (see Figure 3-6 in Chapter 3, "Project Description"). Specific GPU policies support infill development by locating new development in existing developed areas (Policies LU-1.1, LU-1.3, LU-2.2, LU-6.1, and LU-9.5 and Downtown Truckee Plan Downtown Commercial Core Subarea Policy LU-CC-4), intensifying land use types and densities (Policies LU-1.5, LU-2.3, LU-2.9, LU-2.10, LU-2.11, LU-2.12, and LU-9.1 and DTP Guiding Policy LU-4 and North Downtown Residential and River Mixed-Use Subareas Policy LU-R-3), and increasing housing, including housing affordable to the local workforce, along with commercial or business development in these areas (Policies LU-2.1, LU-2.4, LU-2.8, LU-3.1, LU-3.3, LU-6.1, LU-6.7, LU-7.4, LU-8.3, LU-8.6, LU-8.7, LU-9.1, LU-9.4, LU-9.5, LU-10.1, and LU-12.4 and Downtown Truckee Plan Downtown Commercial Core Subarea Policy LU-CC-1, North Downtown Residential and River Mixed-Use Subareas Policy LU-R-4, Hilltop Subarea Policies LU-HT-1 and LU-HT-2, and Railyard Subarea Policy LU-RY-3). Additionally, the focus of Truckee2040 to direct development to existing developed areas within appropriate or desirable locations of the town would prevent an unnecessarily scattered dispersed pattern of development, which is supported by Policy LU-12.1 in addition to the infill development policies listed above, that could result in extraordinary demands on public services, above average public service costs, and unnecessary and avoidable destruction or degradation of valuable natural resources. The Town would also utilize information from the North Tahoe Regional Workforce Housing Needs Assessment and future housing needs studies into the Town's housing strategy to maintain a healthy jobs-housing balance in Truckee (Policy LU-2.5).

Truckee2040 proposes changes to land use designations (see Table 3-1 in Chapter 3, "Project Description") to support the policies summarized above in providing a range of housing options affordable to the local workforce consistent with the policies of the 2019 Housing Element. For example, the new High Density Residential land use allows for 18-24 dwelling units per acre, which allows for greater density of dwelling units than under existing conditions. Additionally, new mixed use designations (e.g., Neighborhood Mixed Use, Riverfront Mixed Use, Corridor Mixed Use) replace some areas previously identified as Commercial and allow for a greater density of dwelling units than under existing conditions. The Industrial designation is modified to increase opportunities for live/work and workforce housing development with up to four dwelling units per acre. Additionally, the new Business Innovation designation replaces some Industrial uses and provides for a greater density of live/work and workforce housing development with up to 12 dwelling units per acre. The Public and Public Hospital/Office designations also provide more opportunities for developing workforce housing.

Implementation of Truckee2040 would not induce substantial unplanned growth for the horizon of the plan through 2040. Rather, the GPU would create a plan to accommodate growth commensurate with historical AAGRs. These observed growth rates are used to plan for provision of facilities and services throughout the region. For additional discussion of population and economic growth, and the potential for the GPU to remove obstacles to growth, refer to Chapter 7, "Other CEQA Sections," in this Draft EIR. Furthermore, the physical environmental impacts associated with the growth that could occur with implementation of Truckee2040 have been analyzed and disclosed throughout Chapter 4 of this Draft EIR. Truckee2040 would not induce substantial unplanned population growth. Therefore, impacts related to unplanned population growth would be less than significant.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.14-2: Displace Substantial Numbers of Existing People or Housing, Necessitating the Construction of Replacement Housing Elsewhere

Truckee 2040 would facilitate the development of new housing in accordance with state and local housing requirements. Although future redevelopment projects could displace residents temporarily during construction activities, this displacement would not be widespread. Potential impacts related to displacement of people or housing such that construction of replacement housing would be required would be **less than significant**.

As discussed above, the existing 2020 population of the town is 16,729, with approximately 13,367 dwelling units total. As described under Impact 4.14-1, above, the population estimate for the town in 2040 is forecasted to be approximately 20,100 and buildout of Truckee2040 beyond 2040 would be an estimated 23,200.

Truckee2040 would encourage infill and mixed-use development within focus areas of the town (e.g., Gateway Area/Donner Pass Road, Downtown area, and West River) and near existing public infrastructure and services (see Figure 3-6 in Chapter 3, "Project Description"). Truckee2040 includes policies that promote growth in infill areas and through intensification of existing developed areas (Policies LU-1.3, LU-1.5, and LU-2.2, Downtown Commercial Core Subarea Policy LU-CC-4, and North Downtown Residential and River Mixed-Use Subareas Policy LU-R-3), implementation of mixed use development (Policies LU-3.1, LU-6.1, LU-8.7, LU-9.1, LU-9.4, LU-10.1 and Downtown Truckee Plan Downtown Commercial Core Subarea Policy LU-CC-1, North Downtown Residential and River Mixed-Use Subareas Policy LU-R-4, Hilltop Subarea Policy LU-HT-1), and prevent uncontrolled growth outside of the town limits (Policy LU-12.1), and maintain no net loss of existing residential units in the Downtown area (Policy LU-6.6). These policies would be implemented through actions that would provide direction for appropriate land use planning (Actions LU-3.A, LU-8.A, LU-8.B, LU-8.D, LU-8.D). As described above for Impact 4.14-1, Truckee2040 proposes changes to land use designations that would increase allowable residential densities, including live/work and workforce housing densities, throughout the plan area but would not be intended to replace existing residential development. Although new infrastructure, such as utilities and roads, would be developed to support and in conjunction with planned growth under Truckee2040, no major construction that could result in displacement of people or housing is anticipated.

While projected development under Truckee2040 would not result in long-term displacement of residents, future development projects could displace residents temporarily if redevelopment of existing residential structures occurs. However, based on existing land use patterns and projected growth, residential redevelopment projects would not likely occur such that large-scale displacement of existing residents would occur. Given the town's vacancy rate of approximately 55 percent, with an estimated approximately 1 percent potentially available as long-term rentals (see Table 4.14-8), it is likely that some temporary housing would be available for any small number of displaced residents such that replacement housing would not need to be constructed. Furthermore, even if the town's vacancy rate changes in the future, housing would continue to be developed as part of the projected development under Truckee2040 that would accommodate potentially displaced residents.

As described in Section 4.14.1, "Regulatory Setting," the Housing Crisis Act (Government Code Section 6630-66301) limits the Town's ability to downzone land. The Housing Crisis Act prevents the Town from reducing residential capacity on a site without identifying replacement capacity. In addition, Government Code Section 65863 (No Net Loss Law) that applies to higher-density housing element sites requires that higher density housing element sites have to be identified and approved by the state as feasible sites for lower-income development. Once identified, it is much harder to downzone these sites. Thus, the Town's compliance with these regulations would avoid displacement of residents. Therefore, the GPU would not necessitate the construction of replacement housing that would have physical environmental effects beyond those associated with buildout of the GPU, as evaluated throughout this EIR. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.15 PUBLIC SERVICES

This section provides an overview of existing public services in the Town of Truckee and evaluates the potential for implementation of the project to affect availability, service level, and/or capacity of public services, including fire protection services, police protection services, public schools, and parks, and, if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment. Other publicly provided utility services, such as water and wastewater treatment, stormwater management, electricity, natural gas, and solid waste services, are addressed in Section 4.19, "Utilities and Service Systems." Wildfire hazards are discussed in Section 4.9, "Hazards and Hazardous Materials," and Section 4.20, "Wildfire."

No comments related to public services were submitted in response to the notice of preparation for this EIR.

4.15.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to the provision of public services.

STATE

Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The UFC contains specialized technical regulations related to fire and life safety.

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Section 1270 "Fire Prevention," and Section 6773, "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building, childcare facility standards, and fire suppression training.

California Government Code, Section 65995(b), and Education Code Section 17620

Senate Bill (SB) 50 amended Government Code Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. SB 50 permits school districts to levy fees, based on justification studies, for the purposes of funding construction of school facilities, subject to established limits. In February 2016, the State Allocation Board approved an increase in the allowable amount of statutory school facilities fees (Level I School Fees) from $3.36 to $3.48 per square foot of assessable space for residential development of 500 square feet or more, and from $0.54 to $0.56 per square foot of chargeable covered and enclosed space for commercial/industrial development.

According to California Government Code Section 65995(3)(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization on the provision of adequate school facilities." The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Mitigation Fee Act (California Government Code 66000-66008)

Assembly Bill (AB) 1600, known as the Mitigation Fee Act, requires a local agency establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose and use of the fee. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied.

Quimby Act

The Quimby Act (Government Code Section 66477) is intended to mitigate the impacts of development on parks and recreational facilities. This act authorizes cities and counties to adopt ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Required in-lieu fees for park and recreational improvements are attached as a condition of approval of a tract map or parcel map. The Quimby Act authorizes jurisdictions to require that such fees fund 3 acres of parkland per 1,000 persons, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the legislative body may adopt the calculated amount as a higher standard not to exceed 5 acres per 1,000 persons.

LOCAL

Truckee Fire Protection District

Ordinance 01-2016, Adoption of 2016 California Fire Code

In 2016, the Truckee Fire Protection District (TFPD) Board of Directors adopted Ordinance 01-2016 which establishes the California Fire Code, 2016 edition, and associated appendix chapters as the Fire Code for the TFPD. The Fire Code, as adopted and amended by the TFPD, regulates and governs the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devises, and from conditions hazardous to life or property in the occupancy of buildings and premises. The Fire Code also provides for the issuance of permits and collection of terms by the TFPD.

Ordinance 01-2018, Fire Prevention Service Fee Schedule

In 2018, the TFPD Board of Directors adopted Ordinance 01-2018 which established a fee schedule for services and costs of enforcement. Pursuant to the fee schedule, the TFPD bills for services rendered with respect to building and construction approvals, sprinkler and fire alarm system inspections, events, liquefied petroleum gas and tank installation, and miscellaneous fees.

Ordinance 02-2018, Charges and Fees for Providing Ambulance and Emergency Medical Services

In 2018, the TFPD Board of Directors adopted Ordinance 02-2018 which established a fee schedule for providing ambulance and emergency medical services. Pursuant to the fee schedule, the TFPD bills for basic life support, advanced life support, and critical care transport.

Fire Impact Fees

TFPD collects fire impact fees within the service area boundaries which includes the Truckee, and portions Nevada and Placer counties. The TFPD Board of Directors first approved the collection of fire impact fees in 1995 to finance the public facilities and equipment. In 2016, the Board of Directors approved an increase in fire impact fees following the completion of a Fire Impact Fee Nexus Study (TFPD 2016a). The purpose of the fee is to fund the one-time cost of improving and expanding TFPD facilities, apparatus, and equipment needed to accommodate new development. A Fire Impact Fee Nexus Study Update was prepared in 2021. The nexus study was based on the Existing Conditions

Report and Land Use Alternatives prepared for the GPU. Using the highest potential number of dwelling unit growth by 2040 (6,164), and assuming that residential development in the unincorporated portion of Nevada County in the district would grow at the same rate as the Town while the Placer County portion would grow by 300 units, 2040 "buildout" of the TFPD service area was estimated at 23,017 dwelling units.

Measure T

Measure T was passed in 2021 by voters within the TFPD service area. The measure levies a special tax of $179 per parcel, per year, creating a dedicated source of local funding for wildfire prevention, and has an 8-year sunset, at which time it will need voter approval to continue. The tax will first appear on the 2022/2023 tax bill, and TFPD will expect to receive the first full year of revenues by July 2023. This special tax will create an annual $3.7 million dollar Community Wildfire Prevention Fund that will be spent on various fuel reduction and wildfire prevention projects to reduce the threat of wildfire in the Truckee and Donner Summit wildland urban interface areas. The TFPD will work to continue to secure grant funding and matching funds from land managers whenever possible to leverage the Measure T funds.

Truckee Municipal Code

Chapter 2.19, Police Department

This chapter sets forth the guidelines for Truckee Police Department (TPD) and includes regulations regarding the powers and duties of the Chief of Police and Police Department.

Section 18.92.095, Parks and Recreation

This section of the Truckee Municipal Code establishes a park and recreation fee that is enforced as a condition of approval for any tentative map. Common area, open space, and similar parcels are exempt from the fee if enforceable restrictions are imposed on the parcel prohibiting residential development on the parcel. Condominium and townhouse parcels for which recreational facilities impact fees have been paid for the construction of the multi-family residential structure(s) on said parcels are also exempt from the fee. The amount of land required to be dedicated for park facilities as a condition of the approval of a tentative map or tentative parcel map for a subdivision shall be 5 acres per 1,000 estimated population in the subdivision based on the product of the following:

- The maximum number of dwelling permitted within the subdivision as determined from the zoning regulations and the conditionally approved tentative map or parcel map applicable to the subdivision; multiplied by:
  - The average number of residents per dwelling unit within the incorporated territory of the Town, as determined by the most recent Federal Census; multiplied by:
    - Five thousandths of an acre (.005 acre) per person.

If the subdivider provides park and recreational improvements to the dedicated land, the value of the improvements together with any equipment located thereon shall be credited against the payment of fees or dedication of land.

Tahoe-Truckee Unified School District

Measure U

In 2014, voters within the Tahoe-Truckee Unified School District (TTUSD) passed Measure U, a general obligation bond. Measure U provides $114 million to fund highest priority facilities needs of schools within the Truckee area, including Alder Creek Middle School, Donner Trail Elementary, Glenshire Elementary, Sierra Expeditionary Learning School, Truckee Elementary, and Truckee High School. Funds from Measure U can be used for the following district improvements:

- Upgrades to existing school building systems;
- Updating technology infrastructure and 21st Century learning;
- Improve performing arts, multipurpose, food service, and physical education facilities;

- Modernize and reconfigure classrooms and lab buildings;
- Construct new classrooms, science labs, and career technical education facilities;
- Improve outdoor learning and exterior play spaces;
- Upgrade student safety and campus security; and
- Improve student support facilities.

Measure AA

TTUSD established Measure AA in 1989. A renewal measure, it is used to fund to ensure that students have access to a well-rounded curriculum that includes science, art, technology, physical education, honors, advanced placement classes, technical and vocational training, and college preparation courses. The measure was most recently approved by voters in 2018, requiring residents to contribute $148 per parcel for a 9-year term.

Developer Fees

TTUSD levies developer fees for new construction and additions of residential and commercial development. The current residential fee rate is $3.69 per square foot. The residential fee is only assessed when the living area is over 500 square feet. TTUSD also established mutual aid agreements with specific subdivisions within the district boundary to levy individual rates (i.e., Gray's Crossing). Commercial development rates are $0.61 per square foot for all categories except restaurants, lodging, industrial parks, community shopping, and self-storage. TTUSD established individual rates for these types of uses that range from $0.01 to $0.59 per square foot.

Nevada County Community Library

Measure A

In 2017, Nevada County voters passed Measure A to renew a countywide sales tax increase of one-fourth of a cent for a period of 15 years. Funding received through Measure A supports services, programming, and all aspect of library operations and planning.

4.15.2 Environmental Setting

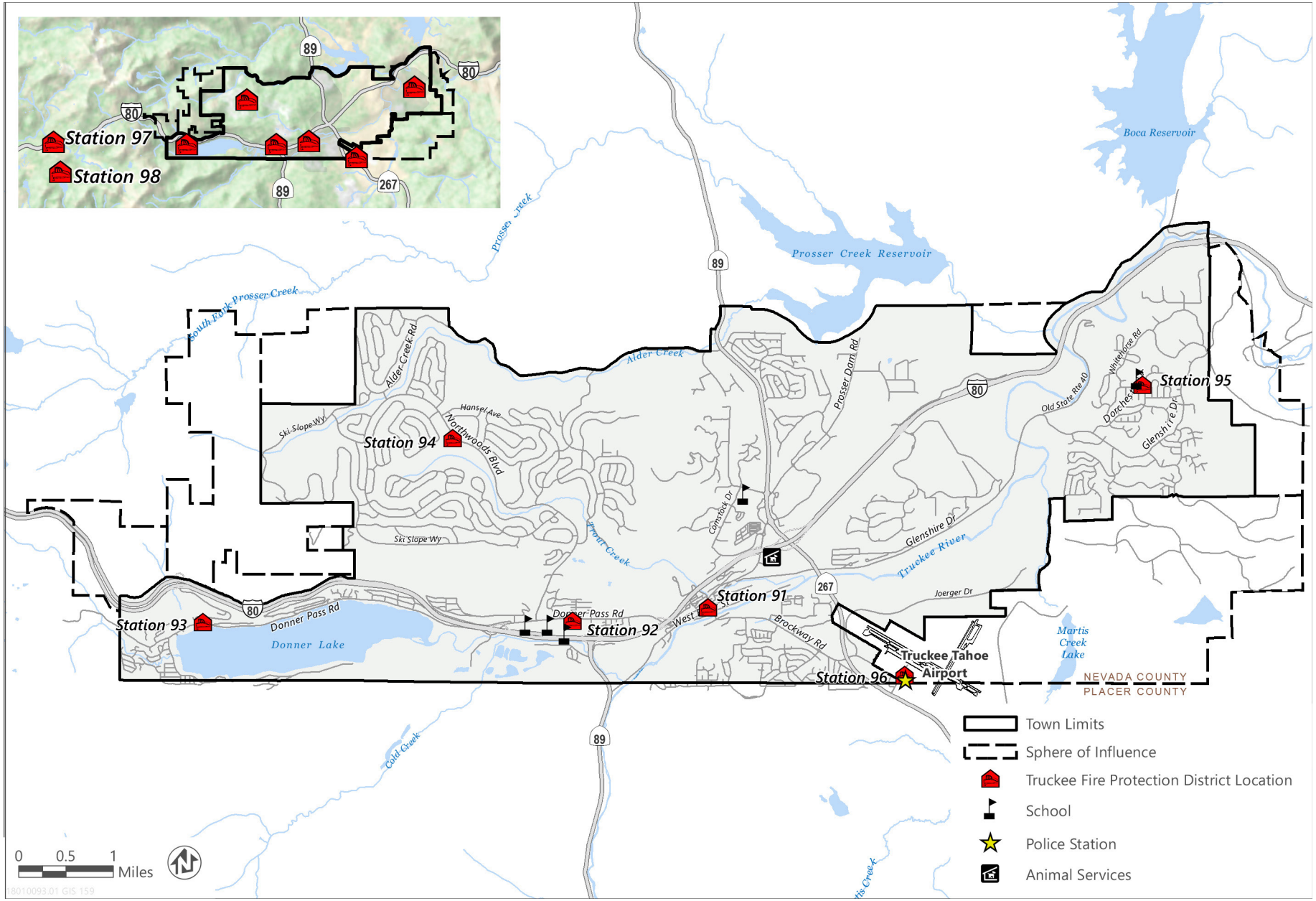
FIRE PROTECTION

Truckee Fire Protection District

TFPD provides fire prevention, fire suppression, emergency medical care, rescue services, and public education services to the Town of Truckee. TFPD is one of the oldest fire districts in the Truckee-Tahoe area and operates as an independent special district. TFPD is governed by a five-member Board of Directors who are responsible for setting policy and general administrative procedures (TFPD 2017).

TFPD's service boundary covers approximately 125 miles and includes the Town of Truckee, the unincorporated communities of Soda Springs and Kingvale in Nevada County, and Serene Lakes and portions of the Martis Valley in Placer County. TFPD currently protects approximately 16,360 dwelling units. At buildout of the district, it is estimated that the district will need to expand its fire system to protect approximately 6,657 new dwelling units. This equates to 24,582 residents and a service population of 34,725 (TFPD 2021).

Currently, the TFPD operates eight fire stations and is comprised of 51 full-time and 10 part-time employees. TFPD has seven structure engines, three brush engines, one ladder truck, eight advanced life support (ALS) ambulances, a reserve ambulance, a water tender, a heavy rescue, a dive rescue, a ranger utility task vehicle, an airboat, a heavy rescue, aircraft rescue, and firefighting airport capabilities. Fire station locations are shown in Figure 4.15-1, staffing and equipment information for each fire station is described in further detail below (TFPD 2018).



Source: Data downloaded from Town of Truckee in 2018.

Figure 4.15-1 Truckee Fire Protection District Locations

- Station 91, located at 10049 Donner Pass Road, serves as the Administration Office and Fire Prevention Bureau. This station includes offices for the Fire Chief, Fire Marshal, Division Chiefs, Public Information Officer, and administrative staff.
- Station 92, located at 11473 Donner Pass Road, serves as the main fire station. This station houses the Office of the Battalion Chief and is staffed on a full-time basis by a fire captain and three firefighter/paramedics. This station includes a structure engine, a brush engine, a ladder truck, a water tender, a heavy rescue, a dive rescue, a ranger utility task vehicle, and two ALS ambulances.
- Station 93, located at 11572 Donner Pass Road, is a residential station staffed on a part-time basis by a firefighter/paramedic. This station includes a reserve structure engine and an airboat.
- Station 94, located at 12986 Northwoods Boulevard, is a residential station staffed on a part-time basis by a firefighter/paramedic. This station includes a reserve structure engine.
- Station 95, located at 10900 Manchester Drive, is staffed full-time by a fire captain and a firefighter/paramedic. This station includes a structure engine, a brush engine, and two ALS ambulances.
- Station 96, located at 10277 Truckee Airport Road, is staffed full-time by a fire captain and three firefighter/paramedics. This station includes a structure engine, aircraft rescue and firefighting airport capabilities, two ALS ambulances, and the Placer County Regional Office of Emergency Services Hazardous Materials vehicle. California Department of Forestry and Fire Protection (CAL FIRE) Station 50 also occupies a portion of this station.
- Station 97, located at 53823 Sherrit Lane, is staffed full-time by a fire captain and a firefighter/paramedic. This station includes a structure engine, a brush engine, a heavy rescue, and two ALS ambulances.
- Station 98, located at 7300 Short Road, is a residential station staffed on a part-time basis by a firefighter/paramedic. This station also includes a reserve structure engine and a reserve ambulance.

TFPD's planned facility improvements include the construction of Station 90 on Stockrest Springs Road located in Truckee. TFPD proposes to expand the existing Station 92, Station 94, Station 97, and Station 96. In addition, TFPD is participating with five regional fire districts to develop a central fire and rescue training facility at the Truckee Tahoe Airport (TFPD 2021).

California Department of Forestry and Fire Protection

CAL FIRE provides wildland fire protection to undeveloped forested area of the Sierra Nevada, including parts of the Town of Truckee. CAL FIRE is largely concerned with the prevention and control of wildland fires and deterring their spread into developed areas. Although CAL FIRE does not normally respond to structure fires, CAL FIRE provides protection to structures threatened by forest fires (TFPD 2016b).

LAW ENFORCEMENT

Truckee Police Department

TPD provides law enforcement and Town of Truckee Animal Services to the Town of Truckee. TPD primarily operates out of the headquarters located at 10183 Truckee Airport Road, with Animal Services located at 10961 Stevens Lane and includes 38 full-time employees who provide services within the 33 square mile service area. TPD's patrol division consists of patrol, investigations, traffic, marine operations, reserves, and volunteers. TPD's operations division consists of police support services (evidence, records, Downtown parking) and animal shelter management and animal caretaking. The role and staffing information for each division unit is described in further detail below (TPD 2018).

- The patrol unit is staffed by 24 sworn officers trained to handle any call within the Truckee service area. Truckee police officers also receive training in bike patrol, field training, dive rescue, defensive tactics, active shooter, rangemaster, and various other specialties.
- The investigations unit, also referred to as the major incident team, is staffed by a sergeant, one full-time detective, a school resource officer, a field and evidence specialist, four police officers, and a community service

officer. The primary role of the major incident team is to conduct follow-up investigations on primarily felony cases that occur within Truckee.

- The traffic unit's primary focus is to reduce traffic collisions within the Town of Truckee by maintaining high visibility, enforcement of traffic laws, and patrolling the streets. In addition to the various aspects of traffic enforcement, the traffic unit coordinates all traffic control and traffic issues in the Town of Truckee.
- The marine operations unit includes boat operations and a dive team. The marine unit patrols Donner Lake using a patrol boat on weekends and holidays during the summer months. Primary violations enforced include unsafe boating and unsafe towing. The patrol boat is also used as a diving platform for TPD's scuba dive and rescue team that operates in tandem with the fire department dive team.
- The reserve unit is comprised of paid reserve officers trained and equipped to serve as full peace officers when on duty. Reserve officers serve the community during special events, boat patrol in the summer, and traffic control in the winter. They also supplement the patrol and investigations unit on an ongoing basis.
- The volunteers in the police services program appoints volunteer residents to assist the TPD with routine police work. Volunteers receive training and assist with a variety of assignments including emergency callout, traffic surveys, handicap parking enforcement, stakeouts, radar trailer deployment, assisting officers at crime scenes and traffic accidents, assisting with boat patrol on Donner Lake, and vacation checks (i.e., TPD-conducted perimeter checks of homes while a resident is on vacation to ensure there are no signs of attempted or successful forced entry).
- The operations unit is staffed by a Support Services Manager that supervises police support services and the Town's functions at the animal shelter. Police support services include evidence, records and Downtown parking district management and enforcement. Operations staff includes a Support Services Supervisor, a Community Services Officer, two Police Records Assistants and a parking Police Aid. Animal Shelter staff include a manager, up to four animal caretakers and on-call caretakers. The Town's Animal Shelter is a shared facility with the Humane Society of Truckee Tahoe and the Town has a long-standing partnership with the Humane Society to cover all community animal shelter needs. This partnership allows the Town to focus Town funding and resources to dog licensing, lost and found pet management, rehoming a pet, complaints, emergency preparedness and human-wildlife interactions.

California Highway Patrol

The California Highway Patrol (CHP) provides safety and enforcement services on State Highways, as well as roads in unincorporated areas. The CHP Truckee Area and Communications center, located at 10077 State Route (SR) 89 South, serves Nevada County, Placer County, and Sierra County. CHP patrols I-80, SR-89 South, SR-89 North, SR-267, and SR-28 (CHP 2018).

SCHOOLS

Tahoe-Truckee Unified School District

The TTUSD covers approximately 723 square miles within Placer, Nevada, and El Dorado counties. TTUSD operates 12 schools within the service area including five elementary schools, two middle schools, two high schools, and three alternative educational programs. TTUSD maintains an average student-to-teacher ratio of 24:1 for kindergarten to third grades, 28:1 for fourth and fifth grades, and 30:1 for sixth to twelve grades (TTUSD 2018a).

There are six TTUSD-operated schools located within Truckee: Glenshire Elementary, Truckee Elementary, Alder Creek Middle, Sierra Continuation High, Truckee High, and Sierra Expeditionary Learning School (TTUSD 2018b). Table 4.15-1 includes capacity and existing enrollment for schools located within Truckee. It is important to note that many students who live in Truckee attend other TTUSD schools that are not located in the Town (such as Donner Trail Elementary and Kings Beach Elementary). As shown below, student enrollment at Alder Creek Middle School and Truckee High School is projected to increase slightly through the 2019-2020 school year. However, future enrollment rates for all schools located within Truckee are projected to decrease (TTUSD 2018c).

The 2014 Facilities Master Plan (2014 FMP) outlines TTUSD's educational program goals facility improvements through the year 2029. As part of the process, the TTUSD prepared a facility needs assessment for each the of the 12 TTUSD schools to assess the existing conditions, identify needs, and estimate project costs. Projected improvements to schools within Truckee include new permanent classrooms, office expansion, improve internet connectivity, new audio-visual equipment, and fencing. In 2014, voters within the TTUSD passed Measure U, which provides $114 million to fund highest priority facilities needs of schools within the Truckee area. Many of the projected improvements to schools within Truckee area will be funded by Measure U.

Table 4.15-1 Tahoe-Truckee Unified School District Enrollment

School	Capacity	2021 Enrollment
Glenshire Elementary	564	505
Truckee Elementary	600	454
Alder Creek Middle	684	586
Sierra Continuation High	60	22
Tahoe Truckee High	1,023	825
Sierra Expeditionary Learning School (SELS)	236	210

Source: California Department of Education 2022.

LIBRARY

Nevada County Community Library

The Nevada County Community Library system was incorporated in 1972 with the Nevada City library serving as the main branch, along with the Grass Valley and Truckee libraries. Currently, the Nevada County Community Library system operates six library locations, one of which is in Truckee (Nevada County Community Library 2017). The Truckee Library, located at 10031 Levon Avenue, services eastern Nevada County and offers an extensive collection of materials, audio-visual materials, a children's room, and an adult non-fiction collection. The Truckee Library is open Monday through Saturday and has a variety of programming and workshop options for patrons to enjoy, including kid's crafts, Lego club, story time, and local author showcases (Truckee Library 2018).

RECREATION

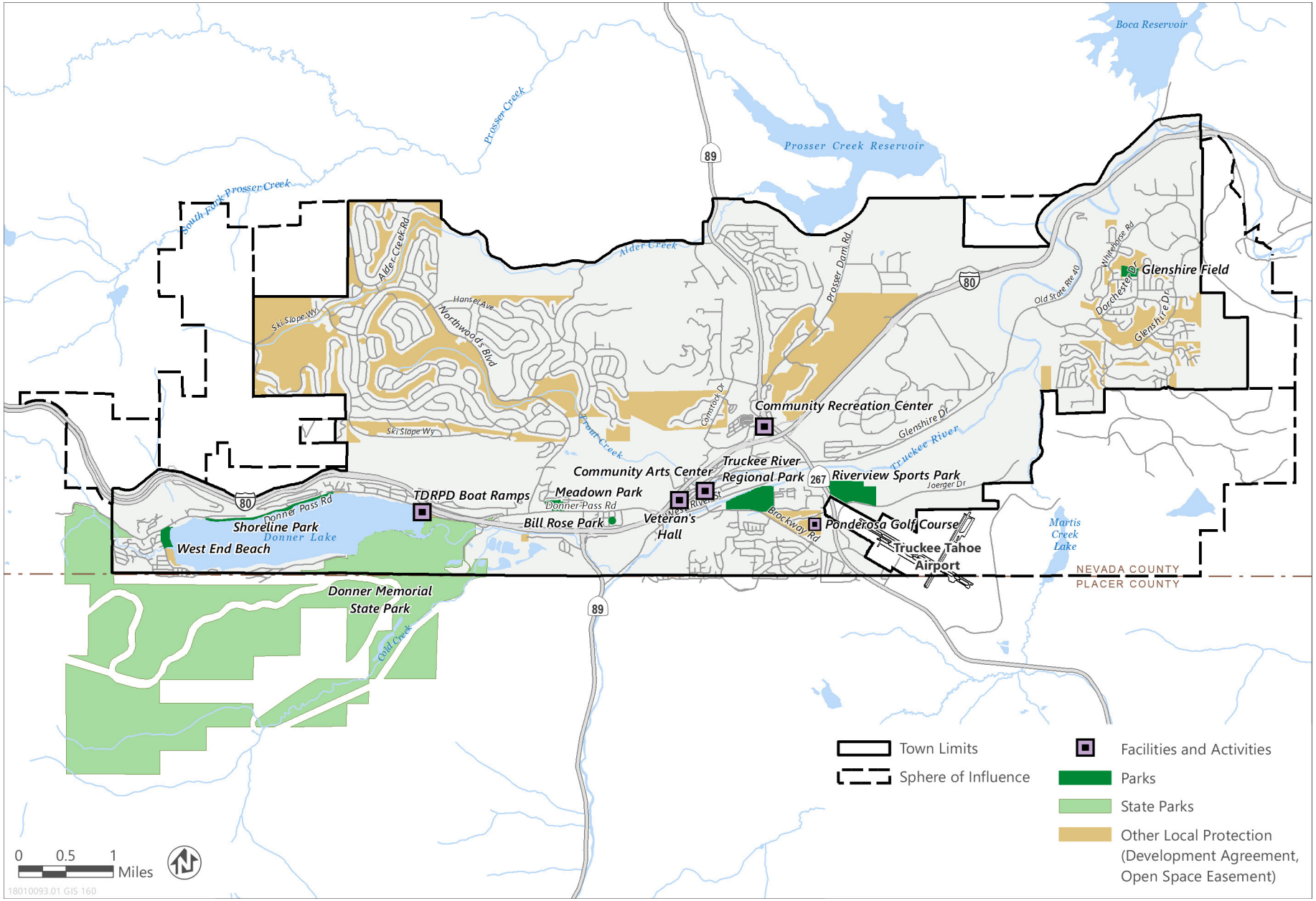
Truckee Donner Recreation and Park District

The Truckee Donner Recreation and Park District (TDRPD), founded in 1963, operates park facilities in Truckee and is governed by a five-member Board of Directors who are responsible for establishing use and maintenance policies. These amenities are shown in Figure 4.15-2 and described in more detail below (TDRPD 2018a).

Parks

TDRPD operates seven parks within the Truckee area that offer a wide variety of recreational opportunities for Truckee residents. TDRPD parks located in Truckee are described in more detail below (TDRPD 2018b).

- Bill Rose Park, located behind Tahoe Forest Hospital in the Gateway Residential Area, offers walking trails, play areas, picnic tables, and a canopy of mature trees.
- Glenshire Field, located at 10990 Dorchester Drive, is a multi-use baseball and soccer field. The 2.0-acre park is shared with Glenshire Elementary and includes home and visitor dugouts.
- Meadow Park, located at 10115 Donner Trail Road, offers two small ball fields, picnic area, restrooms, and a playground. Meadow Park also hosts a variety of youth sports programs including soccer, baseball, and football.



Source: Data downloaded from Town of Truckee in 2018 and California Department of Parks and Recreation in 2016.

Figure 4.15-2 Truckee Parks and Recreation Facilities

- Riverview Sports Park, located at 12200 Joeger Drive, features five multi-sport fields including a regulation baseball field, a playground, bocce ball courts, an off-road terrain cycle track, picnic tables, a covered picnic shelter, and the western end of the existing Legacy Trail.
- Shoreline Park, located at 14551 Donner Pass Road, features bank fishing, picnic tables, and hand launching of small craft and windsurfers.
- Truckee River Regional Park, located at 10500 Brockway Road, is a 62-acre park that offers a variety of recreation facilities including ball fields, picnic areas, a rodeo arena, natural trail, amphitheater, tot lot, and playground equipment. The park also includes tennis, volleyball and basketball courts, a skate park, and a disc golf course.
- West End Beach, located at 15888 South Shore Drive, is a 10-acre day use beach open to the public from May through September. The beach offers non-motorized boat rentals, lifeguard swim areas, concessions, horseshoe pits, play areas, picnic areas, volleyball nets, and a tennis court.

Facilities and Activities

TDRPD operates five recreational facilities in Truckee that offer a variety of year-round programming options. These facilities are described in more detail below (TDRPD 2018c).

- Community Arts Center, located at 10046 Church Street, offers large meetings rooms, an auditorium equipped with audio-visual equipment, and a kitchen. The auditorium is equipped with a large stage, theatrical lighting, and live audio production equipment. The Community Arts Center serves as a meeting location for summer camps, adventure camps, and Camp RAD. This location also hosts a variety of community events including science workshops, ceramics classes, martial arts, theatre performances, and youth chorus.
- Community Recreation Center, located at 8924 Donner Pass Road, offers a gym with a variety of workout equipment, an indoor fitness track, an indoor climbing wall, two large meeting rooms, a conference room, a dance room, TDRPD administrative offices, preschool programs, and an afterschool program. The Community Recreation Center also includes a lap pool and a heated recreation pool. The pool features 10 lanes, a diving board, kids' slides, basketball, party room, and rope climb. The recreation pool includes a current channel, a water slide, and a water lounge. Programming opportunities include water volleyball, water basketball, swim lessons, swim team, water aerobics, and stand-up paddle yoga.
- TDRPD operates a boat ramp and 37 public piers along Donner Lake throughout the year. Visitors can enjoy the lake on a boat, kids sailing from shoreline park, and dip into the water from a pier. There is also a fish cleaning station available.
- TDRPD maintains and manages the Ponderosa Golf Course under a lease agreement with the Airport District. The golf course is open during the spring and summer months and features 9 holes, a chipping green, hitting station, putting green, kid's golf summer program, and a snack bar.
- Veteran's Hall, located at 10214 High Street, was built in 1939 and dedicated to the Veterans of World War I in 1941. The upstairs includes a large gym and auditorium that feature a basketball court, ping pong table, indoor soccer, magic workshops, math and science camp, explorers' expeditions, art activities, and yoga.
- West End Beach, located at 15888 South Shore Drive, is a 10-acre day use beach supervised by American Red Cross Certified lifeguards. The beach is open to the public and can be reserved for special events, such as weddings. Amenities include boat rentals, lifeguard swim areas, concessions, horseshoe pits, play areas, storage racks for small boat/kayak storage, picnic and barbeque, beach volleyball, and tennis court.

Truckee Trails and Bikeways

The Town of Truckee Facilities Maintenance Division is also responsible for keeping the Town's trails system maintained and safe for public users. Facilities Maintenance is responsible for 12.5 miles of trails system which include the Legacy Trail, trails along Brockway Road, behind the Alder Creek Middle School (Rue Ivy) Trout Creek Trail, and the Mousehole (SR 89 south) Trail (Town of Truckee 2018). See Section 4.17, "Transportation," for additional discussion of pedestrian and bicycle trails, including a map of trails (Figure 4.17-5).

Tahoe Donner Homeowner's Association

The Tahoe Donner Homeowner's Association operates a wide variety of recreational facilities in the Tahoe Donner area including 60-miles of multi-use tails, 4,000 acres of recreation space, and 1,300 acres of common area interspersed among residential neighborhoods. Amenities that are available to Tahoe Donner members and their guests include the Trout Creek Recreation Center with pools, hot tubs, sauna and fitness center, Northwoods Clubhouse with pool and tennis, Alder Creek Adventure Center including winter Nordic skiing and summer equestrian uses, Tahoe Donner Downhill Ski Area, and Tahoe Donner campground. The public can access some recreational amenities for a fee such as the Alder Creek Adventure Center for Nordic skiing and horse boarding/trail riding and the Tahoe Donner Downhill Ski Resort for downhill skiing.

Donner Memorial State Park

Donner Memorial State Park is located along the eastern end of Donner Lake within the Truckee town limits as well as on land outside of the town south/southwest of Donner Lake and is maintained by the State Park District. The park offers opportunities for camping, picnicking, boating and jet skiing, swimming, fishing, non-motorized watersports (e.g.-kayaking, canoeing, paddleboarding, etc.), and hiking during the summer months. In the winter, visitors can cross-country ski and snowshoe on trails. There is also a visitor's center located on-site which features exhibits on the Emigrant Experience, the Donner Party, the Land of the Washoe, Chinese construction of the railroad, and early motoring adventures over Donner Pass (California Department of Parks and Recreation 2018).

Ski Resorts and Snow Parks

Several ski resorts and snow parks are located within the Planning Area. These resorts offer downhill skiing and a variety of other winter activities such as cross-country skiing, snow-play areas, tubing, other activities. Some of the larger facilities also offer on-site lodging and other recreational activities that extend beyond the winter season including golfing, hiking, and mountain biking. The only downhill ski resort located in Truckee is the Tahoe Donner Downtown Ski Resort.

4.15.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could result in greater demand for public services.

Evaluation of potential public service impacts was based on a review of documents pertaining to the GPU, including the Truckee's current General Plan and zoning ordinance; consultation with appropriate public service providers, such as TFPD, CHP, TPD, and TTUSD; and field review of the project study area and surroundings. Impacts on public services that would result from the project were identified by comparing existing service capacity and facilities against future demand associated with project implementation.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant public services impacts if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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, and
- other public facilities.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to public services. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-5: Public Services and Infrastructure. Ensure the timely provision of public services and infrastructure that supports anticipated development in suitable locations.

- Policy LU-5.5: Police Services. Review all development proposals to ensure that demand generated for police services can be adequately met. Periodically evaluate current funding mechanisms for police services to determine if they are adequate, and consider revisions as necessary.
- Action LU-5.D: Funding Mechanisms for Police Services. Evaluate funding mechanisms for police services in 2023 and every six months thereafter, with preparation of the Town budget, to determine if the funding sources are adequate and consider revisions as necessary.

Conservation and Open Space Element

GOAL COS-2: Truckee River and Donner Lake Protection. Preserve and enhance the Truckee River corridor and Donner Lake and the exceptional natural, scenic, economic, biological, and recreational values they provide.

- Policy COS-2.7: Development along Truckee River and Donner Lake. Regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their scenic, recreational, and habitat values.

GOAL COS-6: Forestry Resources. Protect and restore areas previously used for timber harvesting to improve forest health, recreational, scenic, and biological values.

- Policy COS-6.1: Preservation of Forestland. Work closely with the US Forest Service and private property owners to ensure that forestland within and adjacent to the town are preserved, to the extent feasible, for continued managed resource, recreation, scenic, or biological resource open space uses.
- Policy COS-6.2: Coordination of Review with the California Department of Forestry and Fire Protection. Coordinate with the California Department of Forestry and Fire Protection in the review of all timber harvesting and conversion plans relative to potential impacts on visual, biological, and recreational resources.

GOAL COS-9: Parks and Recreation. Ensure the availability of and equal access to a diverse range of recreational opportunities for Truckee's existing and future population through comprehensive planning and collaboration.

- Policy COS-9.1: Quimby Act. Require new development to provide land or in-lieu fees for parks in a ratio of five acres per thousand population in compliance with standards established by the Town in accordance with the Quimby Act.

- **Policy COS-9.2: Creation of New Parks.** Support efforts for the equitable creation of new parklands throughout Truckee, specifically in the Downtown and near multi-family housing.
- **Policy COS-9.3: Cooperation with the Truckee Donner Recreation and Park District.** Cooperate with the Truckee Donner Recreation and Park District to improve and maximize the use of existing parks, trails, and recreational facilities; identify needs for new facilities and/or improvements; and effectively plan for the future park and recreation needs of Truckee residents, workers, and visitors.
- **Policy COS-9.4: Support for Truckee Donner Recreation and Park District and Truckee Donner Land Trust.** Work with the Truckee Donner Recreation and Park District and the Truckee Donner Land Trust to increase cooperation in the funding and development of parks and recreational facilities in Truckee.
- **Policy COS-9.5: Recreational Opportunities for All.** Encourage new and existing private recreational facilities to provide opportunities for access and enjoyment by the wider community. Efforts may include locating new parks near affordable housing; ensuring accessible design for picnic areas, viewing points, or trails; and providing low-cost programs for all age levels.
- **Policy COS-9.6: Public Recreation Access to Truckee River and Donner Lake**. Support improvements to public recreational access to the Truckee River and to Donner Lake.
- **Policy COS-9.7: Appropriate Management of Local Lakes and Reservoirs.** Support appropriate management of local lakes and reservoirs and releases from these water bodies to sustain recreational uses and a healthy environment for aquatic and other species.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to public services:

- **LU-CC-6:** coordinate with the Fire District to consider relocating the existing station and incentivize reuse of the existing station building with a commercial business that offers both day and nighttime hours.
- **LU-RC-2:** Link the Downtown Commercial Core subarea and the river through a combination of mini-parks, pedestrian and bicycle bridges, access paths, and public trail signage.
- **LU-RC-3:** Provide suitable access points for non-commercial river recreation, such as kayaking and fishing.
- **LU-RY-2** Accommodate community serving uses, such as a transit center, post office, community center or auditorium, local governmental facilities, library, and similar uses within the subarea.
- **LU-RY-4:** Integrate new public parks and small public spaces into the community design of the Railyard, to provide opportunities for both passive and active recreation, events and community gatherings, and outdoor open space activities.
- **P-RP-1:** The function of the open space lands at Truckee Springs and the State-owed parcel south of Downtown Truckee is to provide recreational opportunities, such as fi shing, boating, picnicking, cross country skiing, bicycling, walking, and educational interpretation rather than formal active recreation amenities, such as baseball diamonds and soccer fi elds. Important elements are a paved pedestrian/bicycle path extending the Truckee River Legacy Trail, pedestrian/bicycle bridges over the Truckee River, picnic areas, benches, parking area, and interpretive displays of the native flora and fauna and local history. Access to the river shall be provided for fi shing and other waterfront activities.
- **P-RP-2:** Implement the West River Street Park, currently being planned as a new riverfront park with river-oriented commercial opportunities.

ISSUES NOT DISCUSSED FURTHER

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant. Based on research and analysis of relevant data during preparation of this draft EIR, the following question from the environmental checklist in Appendix G of the CEQA Guidelines has been scoped out from further analysis in this draft EIR:

- Substantial Adverse Physical Impacts Associated with the Provision of 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 Other Public Facilities

The potential effects of project implementation on fire protection and emergency services, law enforcement services, public schools, and parks facilities are evaluated in detail below. Other public services facilities that may be required to serve buildout of the GPU and Downtown Truckee Plan are within the scope of the development assumed within the scope of this plan and would not result in substantial adverse impacts beyond those evaluated throughout this EIR. Additional public services facilities, such as libraries, would be generally located within established neighborhoods and near other public services that serve the communities and would not be expected to result in substantial adverse effects beyond those evaluated throughout Chapter 4 of this EIR. Effects on other types of government facilities are not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.15-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Fire Protection

Projected development under the GPU would increase demand for fire protection service. Excess capacity exists within the TFPD, and new and expanded facilities have been identified to serve the anticipated demand. In addition, the proposed Public Safety Element includes several policies that would reduce potential impacts to fire and emergency services. This impact would be **less than significant**.

Currently, there are eight fire stations located throughout the Town. The proposed GPU encourages future development to be focused within the service area of the eight fire stations of the TFPD (see Figure 4.15-1). Thus, the areas that would be expected to accommodate the majority of additional growth under the GPU would be serviced by existing fire stations located within their service area. No new developments would be anticipated to occur beyond the existing service area of the TFPD. However, because there would be an increase in population, additional on-duty full time firefighters could be needed incrementally throughout buildout of the GPU. For equipment, the TFPD has seven structure engines, three brush engines, one ladder truck, eight ALS ambulances, a reserve ambulance, a water tender, a heavy rescue, a dive rescue, a ranger utility task vehicle, an airboat, a heavy rescue, aircraft rescue, and firefighting airport capabilities, all of which would support the Town's increase in population.

TFPD estimates that it will need serve approximately 6,657 new dwelling units as its service area builds out through 2040. To serve these anticipated demands, TFPD's planned facility improvements include the construction of Station 90 on Stockrest Springs Road located in Truckee. TFPD proposes to expand the existing Station 92, Station 94, Station 97, and Station 96. In addition, TFPD is participating with five regional fire districts to develop a central fire and rescue training facility at the Truckee Tahoe Airport (TFPD 2021). At the 2040 planning horizon, implementation of the GPU is expected to result in approximately 3,200 new residential units. Buildout of the GPU would result in 5,900 additional residential units, a population of 23,200 permanent residents.

TFPD anticipates growth in its planning documents. As detailed above, TFPD used preliminary data from the GPU process to estimate population in 2040 in the Fire Impact Fee Nexus Study Update (TFPD 2021). As a result, the projected 2040 residential dwelling units and population assumed with implementation of the GPU are within TFPD's

growth projections. Existing facilities can accommodate any additional firefighters needed based on the projected development under the GPU and would not require a new or expanded station or facilities beyond those currently programmed by TFPD (Engler, pers. comm., 2022).

Furthermore, the GPU would require that adequate fire protection service is maintained as development occurs. The Public Safety Element includes several policies that would reduce potential impacts to fire and emergency services. Policy SN-1.3 directs the Town to actively support the efforts to maintain and improve federal and state fire service capacity in the town; Policy SN-2.3 addresses maintenance of an adequate level of emergency medical services through periodic review to meet increased demand as population in the town grows; Policies SN-2.2, SN-2.4, and SN-2.11 require maintaining adopted levels of fire protection services and risk reduction measures within Fire Hazard Severity Zones; Policy SN-2.7 and Policy SN-2.8 address support and implementation of cooperative fuel management activities; and Policies SN-2.12 and SN-2.13 support efforts for wildfire hazard awareness and education. Review of subsequent development by TFPD pursuant to existing development review practices, the required provision of emergency access, and payment of impact mitigation fees would facilitate TFPD oversight and address potential for increased burden on the district. Implementation of the Public Safety Element policies would ensure impacts related to fire protection and emergency services would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.15-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Police Protection

Projected development under the GPU would increase demand for law enforcement services, but would not result in the need to construct new law enforcement facilities. Therefore, impacts would be **less than significant**.

The GPU encourages new development to be focused within the service area of the TPD. TPD has one office which operates out of the headquarters located at 10183 Truckee Airport Road and employs 32 full-time employees who provide services within the 33 square mile service area. An expansion of, or intensification of development does not necessarily result in the need for additional facilities if officers and patrol vehicles are equipped with adequate telecommunications equipment to communicate with TPD headquarters. Therefore, it is likely that some additional law enforcement staffing would be needed to accommodate the projected growth while maintaining adequate service levels.

The GPU includes Policy LU-5.5, which would require the Town to review all development proposals to ensure that demand generated for police services can be adequately met. In addition, the GPU includes Action LU-5.D, which is a new action intended to provide funding mechanisms for police services by conducting a bi-annual review.

There are 32 police staff who provide law enforcement services to the Town's existing (as of 2018) 16,400 residents, which would equate to approximately 1 officer per 498 residents. The population of the town is estimated to increase by 3,700 people by the year 2040. Therefore, an additional seven officers would be needed by the year 2040 to maintain the 2018 service ratio. As discussed above, the additional officers by 2040 could potentially be accommodated by existing facilities as long as adequate telecommunications equipment is available and additional expansion space is available within current Town facilities. However, if new or expanded facilities are required to accommodate the additional law enforcement personnel, this would be a minor expansion or small new building and would be developed consistent with the GPU land use diagram. Therefore, providing these services would not result in environmental impacts above and beyond those evaluated in this Draft EIR.

Additionally, due to the increase in Truckee's population, there may be a potential need for expanded animal shelter services, which are provided by law enforcement officers and associated staff. The Town's existing animal shelter facility was originally designed for expanded services and is anticipated to have capacity to accommodate anticipated population growth. Impacts related to law enforcement services would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.15-3: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Schools

Projected development under the GPU could increase student enrollment. However, the payment of state-mandated school impact fees is deemed full mitigation by the State of California. Therefore, impacts to schools would be **less than significant**.

According to the US Census Bureau, approximately 23 percent of the town's population is under 18 years old, and approximately 5 percent of the Town's population is under 5 years old (US Census Bureau 2018). Therefore, the school-aged population currently comprises approximately 18 percent of the Town's total population. Projected development under the GPU would likely increase school enrollment. Within the 2040 planning horizon, the population is projected to grow to by approximately 20,100 residents, for an increase of 3,700 residents from the 2018 population. Assuming the same percentage of school-aged residents persists through 2040, the projected population increase could generate roughly 666 new students over the planning horizon (an average of approximately 60 students per year). At buildout, the projected population increase is approximately 6,800 new residents and 1,200 students.

The Tahoe-Truckee Unified School District is expected to have a total excess capacity of 559 students for all public schools in TTSUD to absorb the projected student growth occurring through buildout of the GPU. Further, as indicated above, future enrollment rates for all schools located within Truckee are projected to decrease (TTUSD 2018c). As development occurs over the planning horizon, schools would modify their facilities on an as-needed basis, based on the analysis in the FMP, and development under the GPU would be required to pay impact mitigation fees. TTUSD's 2014 FMP plans for facility improvements through 2029. Anticipated improvements to schools within Truckee include new permanent classrooms, office expansions, improvements to internet connectivity, new audio-visual equipment, and fencing. Therefore, TTUSD anticipates population growth in the town. Facility expansions would be implemented by TTUSD. The nature of this development is consistent with other services and facilities anticipated within the Town over the planning horizon. Because new or expanded facilities would be constructed in areas assumed for development based on the draft land use diagram and would accommodate the population growth assumed in the GPU, effects on other resources (including loss of habitat, potential for disturbance of cultural resources, and contributions to vehicle miles traveled) are within the scope of the analysis provided throughout this EIR. Further, Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees "*…is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.*" Therefore, impacts relating to schools would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.15-4: Result in Substantial Adverse Physical Impacts Associated with the Provision of 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 Parks

The development of parks is within the scope of the changes to the physical environment anticipated with buildout of the GPU and the environmental effects of new or physically altered facilities within the town limits would be consistent with the potential for construction and ground disturbance evaluated throughout this EIR. Potential for adverse environmental impacts would be addressed through compliance with the GPU policies and actions developed to protect environmental resources, as well as any project-specific mitigating measures. Environmental impacts as a result of construction or expansion of recreational facilities would be **less than significant**.

Truckee residents have access to substantial public recreation resources through a variety of year-round options located within the town, such as parks, community centers, open space, recreational trails and bikeways, and other recreational opportunities identified in Figure 4.15-2. Although it is not factored into the Town's parkland provision standard, federal and state parkland, including Donner Memorial State Park, Tahoe State Recreational Area, Tahoe National Park, and other parks and reservoirs (designated Public in the proposed Land Use Diagram), serve as additional recreational amenities for residents of Truckee. In addition, the GPU designates a total of 2,015 acres as Open Space Recreation (which does not include federal or state land).

The GPU would require that recreational values provided by the Town are maintained as development occurs. Policy COS-9.2 promotes and support developing open space and parklands for public gathering opportunities in Truckee neighborhoods and downtown; and Policies COS-9.3, COS-9.4, COS-9.5, COS-9.6, and COS-9.7 encourage and provide recreational opportunities for all, through assistance with the Truckee Recreation and Parks District and Truckee Donner Land Trust. Policy COS-9.1 states that the Town will require land or in-lieu fees for parks to be provided by new development to conform with standards established in accordance with the Quimby Act. The Town notes that the Quimby Act (Government Code Section 66477[a][2]) sets the minimum standard for requiring parkland dedication and/or in-lieu compensation from developers at 3 acres per 1,000 residents, but also sets a maximum standard at 5 acres per 1,000 residents. State or federal lands do not count toward meeting this policy provision, as the Quimby Act limits inclusion to neighborhood and community parks. Section 18.92.095 of the Town's Development Code sets the requirement for parkland at 5 acres per 1,000 residents for new subdivisions. The Downtown Truckee Plan also includes several area-specific policies related to developing and providing park space.

As discussed in Section 4.14, "Population and Housing," Truckee projects that the Town's total population could increase by approximately 3,700 residents by the year 2040. Assuming all of these additional units are located in subdivisions subject to the Development Code, an additional 18.5 acres of parks would be required. The development of these parks is within the scope of the changes to the physical environment anticipated with buildout of the GPU and the environmental effects of new or physically altered facilities within the town limits would be consistent with the potential for construction and ground disturbance evaluated throughout this EIR. Potential for adverse environmental impacts would be addressed through compliance with the GPU policies and actions developed to protect environmental resources, as well as any project-specific mitigating measures. Impacts related to provision of parkland would be **less than significant** because the new or physically altered park facilities would not result in unique environmental effects beyond those considered and disclosed programmatically throughout this EIR..

Mitigation Measures

No mitigation is required for this impact.

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4.16 RECREATION

This section provides an overview of existing recreation facilities in the Town of Truckee and evaluates the potential for project implementation to increase the use of recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated and evaluates whether the project includes recreational facilities or would require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Provision of parks is also addressed in Section 4.15, "Public Services." No comments related to recreation were submitted in response to the notice of preparation for this EIR.

4.16.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to recreation.

STATE

Quimby Act

The Quimby Act (Government Code Section 66477), enacted in 1975, is intended to mitigate the impacts of development on parks and recreational facilities. This act authorizes cities and counties to adopt ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Required in-lieu fees for park and recreational improvements are attached as a condition of approval of a tract map or parcel map. The Quimby Act authorizes jurisdictions to require that such fees fund 3 acres of parkland per 1,000 persons, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the legislative body may adopt the calculated amount as a higher standard not to exceed 5 acres per 1,000 persons.

LOCAL

Truckee Municipal Code

<u>Section 18.92.095, Parks and Recreation</u>

This section of the Truckee Municipal Code establishes a park and recreation fee that is enforced as a condition of approval for any tentative map. Common area, open space, and similar parcels are exempt from the fee if enforceable restrictions are imposed on the parcel prohibiting residential development on the parcel. Condominium and townhouse parcels for which recreational facilities impact fees have been paid for the construction of the multi-family residential structure(s) on said parcels are also exempt from the fee. The amount of land required to be dedicated for park facilities as a condition of the approval of a tentative map or tentative parcel map for a subdivision shall be 5 acres per 1,000 estimated population in the subdivision based on the product of the following:

- The maximum number of dwelling permitted within the subdivision as determined from the zoning regulations and the conditionally approved tentative map or parcel map applicable to the subdivision; multiplied by:
  - The average number of residents per dwelling unit within the incorporated territory of the Town, as determined by the most recent Federal Census; multiplied by:
    - Five thousandths of an acre (.005 acre) per person.

If the subdivider provides park and recreational improvements to the dedicated land, the value of the improvements together with any equipment located thereon shall be credited against the payment of fees or dedication of land.

4.16.2 Environmental Setting

Truckee Donner Recreation and Park District

The Truckee Donner Recreation and Park District (TDRPD), founded in 1963, operates parks and recreational facilities in Truckee and is governed by a five-member Board of Directors who are responsible for establishing use and maintenance policies. TDRPD also offers a wide range of activities throughout the year. These amenities are shown in Figure 4.15-1 in Section 4.15, "Public Services," and described in more detail below (TDRPD 2018a).

Parks

TDRPD operates seven parks within the Truckee area that offer a wide variety of recreational opportunities for Truckee residents. TDRPD parks located in Truckee are described in more detail below (TDRPD 2018b).

- Bill Rose Park, located behind Tahoe Forest Hospital in the Gateway Residential Area, offers walking trails, play areas, picnic tables, and a canopy of mature trees.
- Glenshire Field, located at 10990 Dorchester Drive, is a multi-use baseball and soccer field. The 2.0-acre park is shared with Glenshire Elementary and includes home and visitor dugouts.
- Meadow Park, located at 10115 Donner Trail Road, offers two small ball fields, picnic area, restrooms, and a playground. Meadow Park also hosts a variety of youth sports programs including soccer, baseball, and football.
- Riverview Sports Park, located at 12200 Joeger Drive, features five multi-sport fields including a regulation baseball field, a playground, bocce ball courts, an off-road terrain cycle track, picnic tables, a covered picnic shelter, and the western end of the existing Legacy Trail.
- Shoreline Park, located at 14551 Donner Pass Road, features bank fishing, picnic tables, and hand launching of small craft and windsurfers.
- Truckee River Regional Park, located at 10500 Brockway Road, is a 62-acre park that offers a variety of recreation facilities including ball fields, picnic areas, a rodeo arena, natural trail, amphitheater, tot lot, and playground equipment. The park also includes tennis, volleyball, and basketball courts; a skate park; and a disc golf course.
- West End Beach, located at 15888 South Shore Drive, is a 10-acre day use beach open to the public from May through September. The beach offers non-motorized boat rentals, lifeguard swim areas, concessions, horseshoe pits, play areas, picnic areas, volleyball nets, and a tennis court.

Facilities and Activities

TDRPD operates five recreational facilities in Truckee that offer a variety of year-round programming options. These facilities are described in more detail below (TDRPD 2018c).

- Community Arts Center, located at 10046 Church Street, offers large meetings rooms, an auditorium equipped with audio-visual equipment, and a kitchen. The auditorium is equipped with a large stage, theatrical lighting, and live audio production equipment. The Community Arts Center serves as a meeting location for summer camps, adventure camps, and Camp RAD. This location also hosts a variety of community events including science workshops, ceramics classes, martial arts, theatre performances, and youth chorus.
- Community Recreation Center, located at 8924 Donner Pass Road, offers a gym with a variety of workout equipment, an indoor fitness track, an indoor climbing wall, two large meeting rooms, a conference room, a dance room, TDRPD administrative offices, preschool programs, and an afterschool program. The Community Recreation Center also includes a lap pool and a heated recreation pool. The pool features 10 lanes, a diving board, kids slides, basketball, party room, and rope climb. The recreation pool includes a current channel, a water slide, and a water lounge. Programming opportunities include water volleyball, water basketball, swim lessons, swim team, water aerobics, and stand-up paddle yoga.

- TDRPD operates a boat ramp and 37 public piers along Donner Lake throughout the year. Visitors can enjoy the lake on a boat, kids sailing from shoreline park, and dip into the water from a pier. There is also a fish cleaning station available free of charge.
- TDRPD maintains and manages the Ponderosa Golf Course under a lease agreement with the Airport District. The golf course is open during the spring and summer months and features 9 holes, a chipping green, hitting station, putting green, kid's golf summer program, and a snack bar.
- Veteran's Hall, located at 10214 High Street, was built in 1939 and dedicated to the Veterans of World War I in 1941. The upstairs includes a large gym and auditorium that feature a basketball court, ping pong table, indoor soccer, magic workshops, math and science camp, explorers' expeditions, art activities, and yoga.
- West End Beach, located at 15888 South Shore Drive, is a 10-acre day use beach supervised by American Red Cross Certified lifeguards. The beach is open to the public and can be reserved for special events, such as weddings. Amenities include boat rentals, lifeguard swim areas, concessions, horseshoe pits, play areas, storage racks for small boat/kayak storage, picnic and barbeque, beach volleyball, and tennis court.

Truckee Trails and Bikeways

The Town of Truckee Facilities Maintenance Division is also responsible for keeping the Town's trails system maintained and safe for public users. Facilities Maintenance is responsible for 12.5 miles of trails system which include the Legacy Trail, trails along Brockway Road, behind the Alder Creek Middle School (Rue Ivy) Trout Creek Trail, and the Mousehole (SR 89 south) Trail (Town of Truckee 2018). See Section 4.17, "Transportation," for additional discussion of pedestrian and bicycle trails, including a map of trails (Figure 4.17-5).

Tahoe Donner Homeowner's Association

The Tahoe Donner Homeowner's Association operates a wide variety of recreational facilities in the Tahoe Donner area including 60-miles of multi-use tails, 4,000 acres of recreation space, and 1,300 acres of common area interspersed among residential neighborhoods. Amenities that are available to Tahoe Donner members and their guests include the Trout Creek Recreation Center with pools, hot tubs, sauna and fitness center, Northwoods Clubhouse with pool and tennis, Alder Creek Adventure Center including winter Nordic skiing and summer equestrian uses, Tahoe Donner Downhill Ski Area, and Tahoe Donner campground. The public can access some recreational amenities for a fee such as the Alder Creek Adventure Center for Nordic skiing and horse boarding/trail riding and the Tahoe Donner Downhill Ski Resort for downhill skiing.

Donner Memorial State Park

Donner Memorial State Park is located along the eastern end of Donner Lake within the Truckee town limits as well as on land outside of the town south/southwest of Donner Lake and is maintained by the State Park District. The park offers opportunities for camping, picnicking, boating and jet skiing, swimming, fishing, non-motorized watersports (e.g.-kayaking, canoeing, paddleboarding, etc.), and hiking during the summer months. In the winter, visitors can cross-country ski and snowshoe on trails. There is also a visitor's center located on-site which features exhibits on the Emigrant Experience, the Donner Party, the Land of the Washoe, Chinese construction of the railroad, and early motoring adventures over Donner Pass (California Department of Parks and Recreation 2018).

Ski Resorts and Snow Parks

Several ski resorts and snow parks are located within the Planning Area. These resorts offer downhill skiing and a variety of other winter activities such as cross-country skiing, snow-play areas, tubing, other activities. Some of the larger facilities also offer on-site lodging and other recreational activities that extend beyond the winter season including golfing, hiking, and mountain biking. The only downhill ski resort located in Truckee is the Tahoe Donner Downtown Ski Resort.

4.16.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could in additional demand for recreational resources.

Evaluation of potential recreation impacts was based on a review of documents pertaining to the GPU, including the Truckee's current General Plan and zoning ordinance and field review of the project study area and surroundings. Impacts on recreation that would result from the project were identified by comparing existing service capacity and facilities against future demand associated with project implementation.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on recreation if projected development would result in either of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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; or
- include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to recreation. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Conservation and Open Space Element

GOAL COS-2: Truckee River and Donner Lake Protection. Preserve and enhance the Truckee River corridor and Donner Lake and the exceptional natural, scenic, economic, biological, and recreational values they provide.

- Policy COS-2.7: Development along Truckee River and Donner Lake. Regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their scenic, recreational, and habitat values.

GOAL COS-6: Forestry Resources. Protect and restore areas previously used for timber harvesting to improve forest health, recreational, scenic, and biological values.

- Policy COS-6.1: Preservation of Forestland. Work closely with the US Forest Service and private property owners to ensure that forestland within and adjacent to the town are preserved, to the extent feasible, for continued managed resource, recreation, scenic, or biological resource open space uses.
- Policy COS-6.2: Coordination of Review with the California Department of Forestry and Fire Protection. Coordinate with the California Department of Forestry and Fire Protection in the review of all timber harvesting and conversion plans relative to potential impacts on visual, biological, and recreational resources.

GOAL COS-9: Parks and Recreation. Ensure the availability of and equal access to a diverse range of recreational opportunities for Truckee's existing and future population through comprehensive planning and collaboration.

- **Policy COS-9.1: Quimby Act.** Require new development to provide land or in-lieu fees for parks in a ratio of five acres per thousand population in compliance with standards established by the Town in accordance with the Quimby Act.
- **Policy COS-9.2: Creation of New Parks.** Support efforts for the equitable creation of new parklands throughout Truckee, specifically in the Downtown and near multi-family housing.
- **Policy COS-9.3: Cooperation with the Truckee Donner Recreation and Park District.** Cooperate with the Truckee Donner Recreation and Park District to improve and maximize the use of existing parks, trails, and recreational facilities; identify needs for new facilities and/or improvements; and effectively plan for the future park and recreation needs of Truckee residents, workers, and visitors.
- **Policy COS-9.4: Support for Truckee Donner Recreation and Park District and Truckee Donner Land Trust.** Work with the Truckee Donner Recreation and Park District and the Truckee Donner Land Trust to increase cooperation in the funding and development of parks and recreational facilities in Truckee.
- **Policy COS-9.5: Recreational Opportunities for All.** Encourage new and existing private recreational facilities to provide opportunities for access and enjoyment by the wider community. Efforts may include locating new parks near affordable housing; ensuring accessible design for picnic areas, viewing points, or trails; and providing low-cost programs for all age levels.
- **Policy COS-9.6: Public Recreation Access to Truckee River and Donner Lake**. Support improvements to public recreational access to the Truckee River and to Donner Lake.
- **Policy COS-9.7: Appropriate Management of Local Lakes and Reservoirs.** Support appropriate management of local lakes and reservoirs and releases from these water bodies to sustain recreational uses and a healthy environment for aquatic and other species.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to recreation:

- **LU-RC-2:** Link the Downtown Commercial Core subarea and the river through a combination of mini-parks, pedestrian and bicycle bridges, access paths, and public trail signage.
- **LU-RC-3:** Provide suitable access points for non-commercial river recreation, such as kayaking and fishing.
- **LU-RY-4:** Integrate new public parks and small public spaces into the community design of the Railyard, to provide opportunities for both passive and active recreation, events and community gatherings, and outdoor open space activities.
- **P-RP-1:** The function of the open space lands at Truckee Springs and the State-owed parcel south of Downtown Truckee is to provide recreational opportunities, such as fi shing, boating, picnicking, cross country skiing, bicycling, walking, and educational interpretation rather than formal active recreation amenities, such as baseball diamonds and soccer fi elds. Important elements are a paved pedestrian/bicycle path extending the Truckee River Legacy Trail, pedestrian/bicycle bridges over the Truckee River, picnic areas, benches, parking area, and interpretive displays of the native flora and fauna and local history. Access to the river shall be provided for fi shing and other waterfront activities.
- **P-RP-2:** Implement the West River Street Park, currently being planned as a new riverfront park with river-oriented commercial opportunities.

ISSUES NOT DISCUSSED FURTHER

All potential recreation issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.16-1: 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

The General Plan Update includes a proposed policy that is consistent with the requirements of the Quimby Act for provision of parkland. Furthermore, the availability of recreation opportunities provided by state and federal public lands minimizes demand for parks and reduces the potential for physical deterioration of existing parks as a result of overuse. Impacts to parks would be **less than significant**.

Truckee residents have access to substantial public recreation resources through a variety of year-round options located within the town, such as parks, community centers, open space, recreational trails and bikeways, and other recreational opportunities identified in Figure 4.16-1. Although it is not factored into the Town's parkland provision standard, federal and state parkland, including Donner Memorial State Park, Tahoe State Recreational Area, Tahoe National Park, and other parks and reservoirs (designated Public in the proposed Land Use Diagram), serve as additional recreational amenities for residents of Truckee. In addition, the GPU designates a total of 2,015 acres as Open Space Recreation (which does not include federal or state land).

The GPU would require that recreational values provided by the Town are maintained as development occurs. Policy COS-9.2 promotes and support developing open space and parklands for public gathering opportunities in Truckee neighborhoods and downtown, and Policies COS-9.3, COS-9.4, COS-9.5, COS-9.6, and COS-9.7 encourage and provide recreational opportunities for all, through assistance with the Truckee Recreation and Park District and Truckee Donner Land Trust. The Downtown Truckee Plan includes several area-specific policies related to developing and providing park space.

In addition, as discussed further in Impact 4.16-2, Policy COS-9.1 requires land or in-lieu fees for parks to be provided by new development to conform with standards established in accordance with the Quimby Act and Section 18.92.095 of the Town's Development Code sets the requirement for parkland at 5 acres per 1,000 residents for new subdivisions. Development of recreational facilities in conjunction with new residential development would also address the potential that new residents would increase use existing parks and recreational facilities in the town such that substantial physical deterioration of the facility would occur or be accelerated.

The Town's proposed parkland standard would continue to maximize the parkland dedication and/or in-lieu fees collected from developers. In addition, the expansive amount of federal and state public lands available for recreation will continue to provide residents of Truckee numerous alternatives to recreational opportunities, which reduces demand for Town parks and open space, and also minimizes the potential for physical deterioration of Town parks resulting from overuse. Impacts related to physical impacts to existing parks resulting from overuse would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.16-2: Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities which Might have an Adverse Physical Effect on the Environment

New or expanded parks would be required to support growth anticipated through the GPU horizon. These facilities would be located within the portions of the town identified for potential development in the land use diagram and would be subject to the GPU policies and actions identified throughout this plan. Impacts to the environment as a result of construction or expansion of recreational facilities would be **less than significant**.

GPU Policy COS-9.1 states that the Town will require land or in-lieu fees for parks to be provided by new development to conform with standards established in accordance with the Quimby Act. The Town notes that the Quimby Act (Government Code Section 66477[a][2]) sets the minimum standard for requiring parkland dedication and/or in-lieu compensation from developers at 3 acres per 1,000 residents, but also sets a maximum standard at 5 acres per 1,000 residents. State or federal lands do not count toward meeting this policy provision, as the Quimby Act limits inclusion to neighborhood and community parks. Section 18.92.095 of the Town's Development Code sets the requirement for parkland at 5 acres per 1,000 residents for new subdivisions. Therefore, development and growth anticipated through the GPU horizon would require construction or expansion of recreational facilities.

The GPU would require that recreational values provided by the Town are maintained as development occurs. The Conservation and Open Space Element includes several policies that would reduce potential impacts to parklands and recreational areas. Policy COS-2.6 regulates development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their recreational values and Polices COS-6.1 and COS-6.2 would require the Town to coordinate with the Forest Service to ensure preservation of resources and recreational values of the Town. The Downtown Truckee Plan also includes several area-specific policies related to developing and providing park space.

As discussed in Section 4.14, "Population and Housing," Truckee projects that the Town's total population could increase by approximately 3,700 residents by the year 2040. Assuming all of these additional units are located in subdivisions subject to the Development Code, an additional 18.5 acres of parks would be required. Construction or expansion of recreational facilities to achieve and maintain Town standards and to accommodate future population growth could result in impacts on such resources as aesthetics, air quality, biology, cultural resources, geology, hazards and hazardous materials, water quality, noise, and transportation. The development of these parks is within the scope of the changes to the physical environment anticipated with buildout of the GPU and would be subject to the policies and actions of the GPU that would minimize the potential for park construction or expansion to have a physical adverse effect on the environment. The physical impacts of facility construction would not exceed the impacts assumed as part of development of the town as analyzed in this EIR. Impacts related to provision of parkland would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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4.17 TRANSPORTATION

This section describes the applicable federal, state, and local transportation regulations and policies; discusses the existing roadway network and transportation facilities in the policy area; and analyzes the potential impacts from implementation of the proposed GPU on transportation and circulation. Information contained within this section was provided primarily in the *Truckee 2040 General Plan Future Transportation Analysis* (LSC Transportation Consultants 2022) prepared for the proposed GPU, which is included as Appendix E of this EIR and incorporated herein.

Comments received regarding transportation in response to the notice of preparation expressed concerns about the traffic caused by population growth and offered suggested methods to reduce traffic congestion and vehicle miles traveled (VMT), including policies that create an offset program to fund 15-minute headway for public transit, development of micro-transit programs in neighborhoods not served by transit, using land use and building design standards to facilitate and encourage multi-modal mobility, and creating residential neighborhood traffic management plans to improve livability by reducing speeding and traffic volumes and increase safety for walking and bicycling. See Appendix A for all notice of preparation comments.

Pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3(a), VMT is the most appropriate measure of transportation impacts and the proposed GPU's effect on automobile delay no longer constitutes a significant impact under CEQA. Therefore, the transportation analysis herein evaluates impacts using VMT and does not include level of service (LOS) analysis. Although not addressed in this EIR, the analysis of traffic operations including roadway segment and intersection LOS were conducted and are included in the *Truckee 2040 General Plan Future Transportation Analysis* attached as Appendix E.

4.17.1 Regulatory Setting

FEDERAL

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goals of the ADA are to ensure equality of opportunity, full participation, independent living, and economic self-sufficiency. The guidelines address various issues, including roadway design practices; slope and terrain issues; and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public right-of-way.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as the segments of the Interstate Highway System that lie within California. Caltrans District 3 is responsible for the operation and maintenance of State Route (SR) 267, SR 89, and Interstate 80 (I-80) in the vicinity of the project area. Caltrans requires a transportation permit for any transport of heavy construction equipment or materials that necessitates the use of oversized vehicles on state highways.

The Caltrans Transportation Impact Study Guide (TISG) was prepared to provide guidance to Caltrans Districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies, and it is intended to be a reference and informational document. The TISG replaces the Guide for the Preparation of Traffic Impact Studies and is for use with local land use projects, not for transportation projects on the State Highway System (Caltrans 2020).

California Complete Street Act of 2008

The purpose of the Complete Street Act is to require cities and counties to include circulation elements within general plan policies and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region.

Senate Bill 743

SB 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address traffic metrics under CEQA. SB 743 required the Office of Planning and Research to update the State CEQA Guidelines and establish "criteria for determining the significance of transportation impacts of projects within transit priority areas." As part of the new State CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.

OPR published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. These updates indicated that VMT would be the primary metric used to identify transportation impacts. In December of 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) which provides guidance for VMT analysis. The Office of Administrative Law approved the updated State CEQA Guidelines and lead agencies had an opt-in period until July 1, 2020 to implement the updated guidelines regarding VMT.

California Bicycle Transportation Act

The California Bicycle Transportation Act is part of the California Streets and Highways Code (Sections 890–894.2). This legislation, adopted in 1994, established the responsibilities of State and local agencies with regard to bicycle safety, signage, traffic control, right-of-way, and other matters related to nonmotorized bicycle transportation. The act objective is to "establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, have the physical safety of the bicyclist and bicyclist's property as a major planning component, and have the capacity to accommodate bicyclists of all ages."

REGIONAL

Senate Bill 743 Vehicle Miles Traveled Implementation

VMT Implementation Guidelines were adopted by Nevada County Transportation Commission (NCTC) on July 6, 2020. The VMT Implementation Guidelines are meant to be help guide lead agencies within Nevada County (including the Town) in implementing and analyzing VMT for the purposes of CEQA. The VMT Implementation Guidelines discuss alternatives for VMT measurement methods and thresholds, recommend VMT methods and thresholds, and recommend transportation demand management (TDM) strategies for reducing VMT.

Nevada County Regional Transportation Plan

As the Regional Transportation Planning Agency for Nevada County, California State law requires that NCTC prepares, adopts, and submits an updated RTP to the California Transportation Commission and Caltrans at least every 5 years. NCTC prepared its most recent *Nevada County Regional Transportation Plan* (RTP) in 2018. The plan has four goals: (1) provide for the save and efficient movement of people, goods, and services; (2) create and maintain a comprehensive, multimodal transportation system; (3) reduce adverse impacts on the natural, social, cultural, and historical environmental; and (4) develop an economically sustainable transportation system.

The RTP documents the short-term (2016-2026) and long-term (2026-2036) regional transportation needs and sets forth an effective, cost-feasible action plan to meet these needs. The RTP includes the projects that are reasonably anticipated to be funded within the plan's fiscal constraints. The RTP also identifies projects that can be implemented if additional funds become available. To qualify for funding in the State Transportation Improvement Program, projects included in a Regional Transportation Improvement Program or Caltrans Interregional Transportation Improvement Program must be consistent with adopted regional transportation plans.

The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The RTP promotes a continuous, comprehensive, and cooperative transportation planning process that facilitates the efficient development and implementation of projects while maintaining Nevada County's commitment to public health and environmental quality. The RTP is consistent with the California Transportation Plan, the California Interregional Transportation Strategic Plan, and the California Strategic Highway Safety Plan.

Nevada County Active Transportation Plan

The *Nevada County Active Transportation Plan* (NCTC 2019) covers Nevada County and its three incorporated cities: City of Grass Valley, City of Nevada City, and Town of Truckee. The plan helps make each jurisdiction eligible for new funding to create new trails, sidewalks, bike lanes, and other improvements for bicycling and walking and will support applications for funding from the statewide Active Transportation Program and other sources of funding. The *Nevada County Active Transportation Plan* provides a set of goals and objectives, details the existing and planned bike and pedestrian facilities in the City of Grass Valley, and identifies implementation prioritizations and costs. Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County

The *Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County* (Plan Update) was completed in 2016 by LSC Transportation Consultants for the County of Placer. This document focuses on services provided in eastern Placer County, as well as connecting services in Truckee and Washoe County in Nevada. The Plan Update identifies existing services and major changes in TART over the last 10 years, as well as the desired expansion of services. The Town of Truckee would be served by expansions to State Route (SR) 89 and SR 267, including evening services and more frequent service. The Plan Update also recommends funding methods to allow for expanding management, dispatch, and maintenance capacity (Placer County 2016).

Eastern Nevada County Short Range Transit Development Plan

LSC Transportation Consultants prepared the *Eastern Nevada County Short Range Transit Development Plan* (TDP) in 2017 for the NCTC. The primary objective of the TDP was to review public transit services located within eastern Nevada County, as well as portions of eastern Placer County. The TDP identifies unmet transit needs over a three fiscal-year period related to limited parking around Tahoe Forest Hospital, the need for 15-minute TART service frequency along SR 267 and SR 89, the need for additional transit stops throughout the eastern Nevada County region, and a fare-free transit system.

The TDP presents service programs, capital improvements, institutional strategies, and financial strategies to guide the improvement of public transit services within the region. The three service plans described in the TDP vary depending on the level of funding available from existing sources, additional local transportation funds, and new local funding sources (LSC Transportation Consultants 2017a).

LOCAL

VMT Thresholds of Significance

In April of 2022, the Town of Truckee adopted the updated *Town of Truckee California Environmental Quality Act VMT Thresholds of Significance* (Town of Truckee 2022). This document provides guidance and direction related to VMT analysis methodologies, thresholds of significance, and mitigation strategies for transportation impacts, based upon the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA; the findings of the June 11, 2020 memorandum prepared by LSC Transportation Consultants, Inc.; and a technical memorandum prepared by Town staff on April 4, 2022 (Town of Truckee 2022).

Truckee Trails & Bikeways Master Plan

The *Truckee Trails & Bikeways Master Plan* (Master Plan) was completed by the Town in 2015. Trails, bikeways, and walkways provide a comprehensive active transportation network by offering recreational opportunities for residents, visitors, and employees. The Master Plan identifies different types of trails, bikeways, and walkways, including dirt trails, paved trails, bike lanes, bike routes, and sidewalks. It also identifies major planning goals aimed at improving trail and bikeway connectivity and continuity throughout the town through design, community resources, and plan support. The Master Plan details existing facilities and methods by which to prioritize proposed projects. The criteria for prioritizing projects emphasize existing trail connectivity, direct access to key destinations, safe access to schools, and most frequent locations of vehicle-pedestrian collision.

Truckee Long-Range Transit Plan

The *Truckee Long-Range Transit Plan* was completed in 2017 by LSC Transportation Consultants. The objective of the plan was to present a conceptual long-range expansion of transit services in the Truckee area, including both the incorporated Town of Truckee and the Donner Summit area. The proposed expansion includes additional routes to the Glenshire, Prosser-Lakeview, Sierra Meadows, and Tahoe-Donner neighborhoods. It also recommends elimination of fares, increased service frequency along the Donner Pass Road corridor, and the provision of later evening services (LSC Transportation Consultants 2017b). The implementation of plan elements is dependent on new funding or increases to existing revenue sources.

4.17.2 Environmental Setting

Truckee is served by an existing network of roadways, including regional, arterial, collector, and local roadways. The average daily traffic (ADT) volume of the study segments provides an indication of the key corridors serving both regional through traffic and local access. This section includes a description and analysis of the existing traffic volumes.

FUNCTIONAL CLASSIFICATION SYSTEM

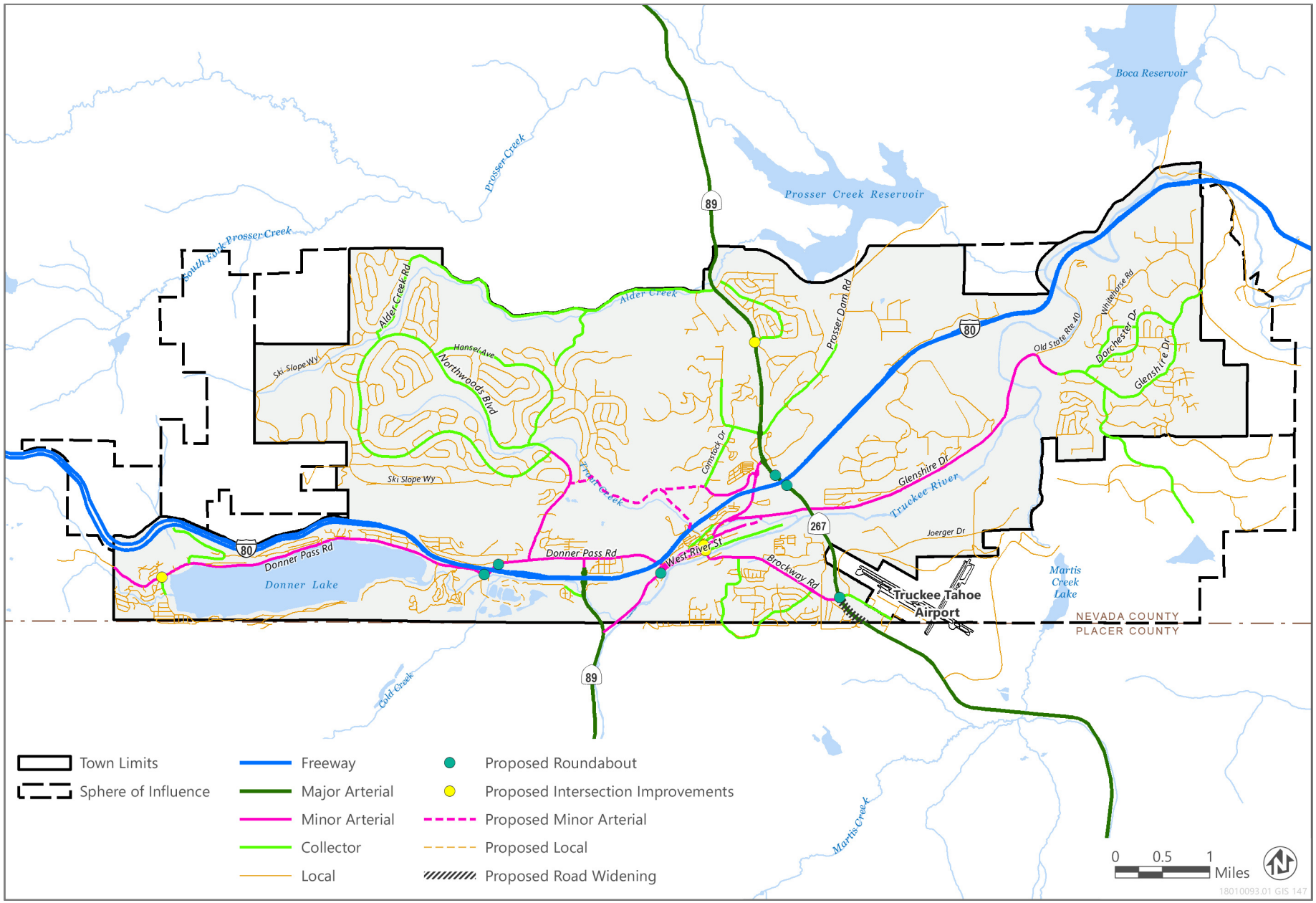
A functional classification system provides a hierarchy of roadways to meet access and mobility needs. Each of these roadways can be described by classification and function as presented in the hierarchy of roadway classifications shown in Figure 4.17-1. The classification system shown in Figure 4.17-1 is based on the 2025 General Plan Circulation and Transportation Chapter.

Interregional and intraregional travel is provided by freeways and major arterials, such as state routes and state highways. I-80 is the only freeway in Truckee, with SR 89 and SR 267 providing major arterial access to the region. These roadways provide for high-speed travel with limited access and minimal, if any, intersections.

Freeways

Interstate 80

I-80 provides interregional highway connections east to Reno, Nevada, and beyond and west to Sacramento and the San Francisco Bay Area. The I-80 corridor bisects the Town of Truckee, 34 miles west of Reno and 90 miles east of Sacramento. This section of I-80 has a posted speed limit of 65 miles per hour (mph). It currently is a largely four-lane divided highway with limited truck climbing lanes, with a third westbound lane between the eastern Donner Pass Road interchange and the SR 89 South interchange. Eight interchanges serve Truckee on I-80, including the Donner Lake Road interchange at the western end and the Hirschdale Road interchange at the eastern edge of town. Peak-month ADT on this roadway is as high as 38,000 vehicles per day.



Source: Data downloaded from Town of Truckee in 2018. The roadway classification system shown is per the existing 2025 General Plan.

Figure 4.17-1 Existing Roadway Classifications

Major Arterial Roadways

State Route 267

SR 267 is a two-lane highway running in a general northwest-southeast alignment between the I-80/SR 89 north/SR 267 interchange in Truckee and SR 28 in Kings Beach. SR 267 is of local and regional significance, providing access to residential, industrial, commercial, and recreational land uses. It serves as one of two major routes between the I-80 corridor in Truckee and the North Lake Tahoe communities of Kings Beach and Incline Village, Nevada. It also serves as the sole existing access to the Martis Valley and Northstar California Resort areas. Peak-month ADT on this roadway is 20,900 vehicles per day.

State Route 89

SR 89, a major arterial, is one of three primary California routes that provide access to Lake Tahoe (the other two are SR 267 and U.S. Highway [U.S.] 50), providing access between I-80 in Truckee and Tahoe City. This two-lane portion of SR 89, known as the "south" segment, travels through the "Mousehole" (a restricted narrow undercrossing of the Union Pacific Railroad (UPRR) tracks and provides access to the Squaw Valley and Alpine Meadows ski areas, as well as other residential, commercial, and recreational land uses. From Tahoe City, SR 89 follows the West Shore of Lake Tahoe to South Lake Tahoe, eventually connecting to U.S. 395 near Topaz, Nevada. Peak-month ADT on this roadway is as high as 12,930 vehicles per day between Deerfield Drive and West River Street.

Minor Arterial Roadways

Minor arterials provide more land access while still providing mobility for longer-distance trips. Many arterials, such as Donner Pass Road and Glenshire Drive, also have Class II bicycle lanes.

Donner Pass Road

Donner Pass Road extends from the railyard (at Truckee Way) on the east to Donner Lake and Soda Springs on the west. This minor arterial provides a vital link for local circulation by providing access to historic downtown Truckee; public and commercial uses in the Gateway area, such as the Tahoe Forest Hospital, Gateway Commercial Center, and several school facilities; and Donner Memorial State Park and the Donner Lake residential area. This roadway provides a single through lane in each direction, with a continuous center left-turn lane along the segment between Levon Avenue and Northwoods Boulevard. The section in the downtown area between Bridge Street and Spring Street is locally known as "Commercial Row." The peak summer ADT along this roadway averages at approximately 11,200 vehicles per day. The lowest peak ADT along Donner Pass Road is just west of South Shore Drive (1,880 vehicles per day) and the highest peak ADT is between Northwoods Drive and SR 89 South (17,380 vehicles per day).

Truckee Way (Previously a Segment of Donner Pass Road)

Truckee Way begins at the roundabout intersection of Henness Road and SR 89 north and travels southwestward to Donner Pass Road one block east of Bridge Street in the railyard. This portion of road was previously a segment of Donner Pass Road and was recently (2017) renamed with the Town's adoption of Resolution 2017-68.

Northwoods Boulevard

Northwoods Boulevard travels north-south from Donner Pass Road and provides loop access to the Tahoe Donner Subdivision, Tahoe Donner Downhill Ski Resort, Nordic and Equestrian Centers, and Coyote Moon Golf Course. Northwoods Boulevard is classified as a minor arterial south of the Northwoods Boulevard/Northwoods Boulevard loop intersection. North of this intersection, the roadway is classified as a major collector. Northwoods Boulevard has a peak summer ADT of approximately 18,510 vehicles per day.

Deerfield Drive

Deerfield Drive is a two-lane local roadway that formerly connected Cold Stream Road and SR 89. It is now a cul-de-sac as a result of flooding that washed away a bridge and supporting fill. Within 1,000 feet of SR 89, Deerfield Drive is classified as a minor arterial that serves adjacent commercial land uses. Farther west, the lanes narrow slightly, and its classification changes to local roadway, where it serves a residential neighborhood and "The Boulders" multifamily

development. The peak summer ADT along this roadway is approximately 10,100 vehicles per day. There are plans to extend Deerfield Drive to Cold Stream Road, as part of buildout of the Coldstream Specific Plan.

West River Street

West River Street is a two-lane minor arterial roadway that connects SR 89 South eastward to Bridge Street in downtown Truckee. It provides access to several industrial, commercial, and residential land uses located along the Truckee River. West River Street (along with the McIver Crossing underpass) provides a potential diversion route around the Bridge Street at-grade rail/highway crossing for traffic that would otherwise use Bridge Street. The average peak summer ADT along this roadway is approximately 10,500 vehicles per day. The lowest peak ADT along West River Street is just east of SR 89 (6,200 vehicles per day) and the highest peak ADT is just east of McIver Drive (14,040 vehicles per day).

Pioneer Trail

This minor arterial roadway begins at Donner Pass Road north of I-80 and continues in a westerly direction. It serves a mixture of residential, industrial, and commercial uses. At its intersection with Donner Pass Road, Pioneer Trail is controlled by a roundabout. There are long-term plans to extend this roadway westward to Northwoods Boulevard in the Tahoe Donner development. The peak summer ADT along this roadway is approximately 17,010 vehicles per day.

Glenshire Drive

Glenshire Drive is a two-lane minor arterial roadway providing access between central Truckee, the Glenshire residential area, and Hirschdale Road to the east. This roadway also provides primary access to the Olympic Heights subdivision. It provides the only non-freeway access from central Truckee to residential neighborhoods in the eastern part of the town where it turns into a collector. The posted speed limit on this roadway from the Donner Pass Road intersection to the entrance to the Glenshire neighborhood is 45 mph. The speed limit on the remaining segment of Glenshire Drive to the east varies between 25 and 30 mph. The peak summer ADT along this roadway is approximately 8,380 vehicles per day on the segment of Glenshire Drive south of Donner Pass Road and 3,370 vehicles west of Hirschdale Road.

Brockway Road

Brockway Road, a minor arterial, travels from South River Street through the Palisades Drive signal to its intersection with SR 267. It serves a variety of commercial and residential areas, along with the regional park. The peak ADT along this roadway is approximately 19,680 vehicles per day between West River Street and Palisades Drive. This roadway was formerly SR 267. However, with the completion of the SR 267 bypass in November 2002, ownership of the roadway was transferred to the Town of Truckee.

Bridge Street

This minor arterial roadway is located in central Truckee. From the north, it travels from its I-80 undercrossing through the Commercial Row area and the at-grade crossing of the UPRR tracks. The roadway becomes Brockway Road at its intersection with South River Street. The major intersections on this roadway are Donner Pass Road and West River Street. At the intersection with Donner Pass Road, the eastbound and westbound Donner Pass Road approaches, as well as the southbound Bridge Street approach, are controlled by stop signs, while the northbound approach is uncontrolled. The peak summer ADT along this roadway is approximately 11,710 vehicles per day just east of McIver Crossing.

Hirschdale Road

Hirschdale Road is a two-lane roadway in Nevada County (outside the Town boundaries) that provides a connection from the Glenshire neighborhood to I-80. It also serves residences east of Glenshire. The peak summer ADT along this roadway is approximately 3,100 vehicles per day.

McIver Crossing

McIver Crossing is a two-lane roadway connecting West River Street to the roundabout serving Donner Pass Road.

Collector Streets

The collector street system provides property access and traffic circulation between residential neighborhoods, commercial areas, and industrial zones. Collector streets extend into residential neighborhoods, distributing trips from the arterials throughout the area to their ultimate destinations.

The following streets and street segments have been designated as collector streets in the Town of Truckee:

- Alder Creek Road (portion)
- Alder Drive (from SR 89 to Beacon Drive)
- Church Street
- Comstock Drive
- Deerfield (portion)
- Donner Lake Interchange
- Dorchester Drive
- East River Street
- Fjord Road
- Hansel Drive
- Jibboom Street
- Manchester Drive
- Martis Valley Drive
- Palisades Drive
- Pioneer Trail
- Ponderosa Drive
- Prosser Dam Road (portion)
- Rainbow Drive
- Schussing Way
- Soaring Way
- South Shore Drive
- Spring Street
- The Strand
- Truckee Airport Road (portion)

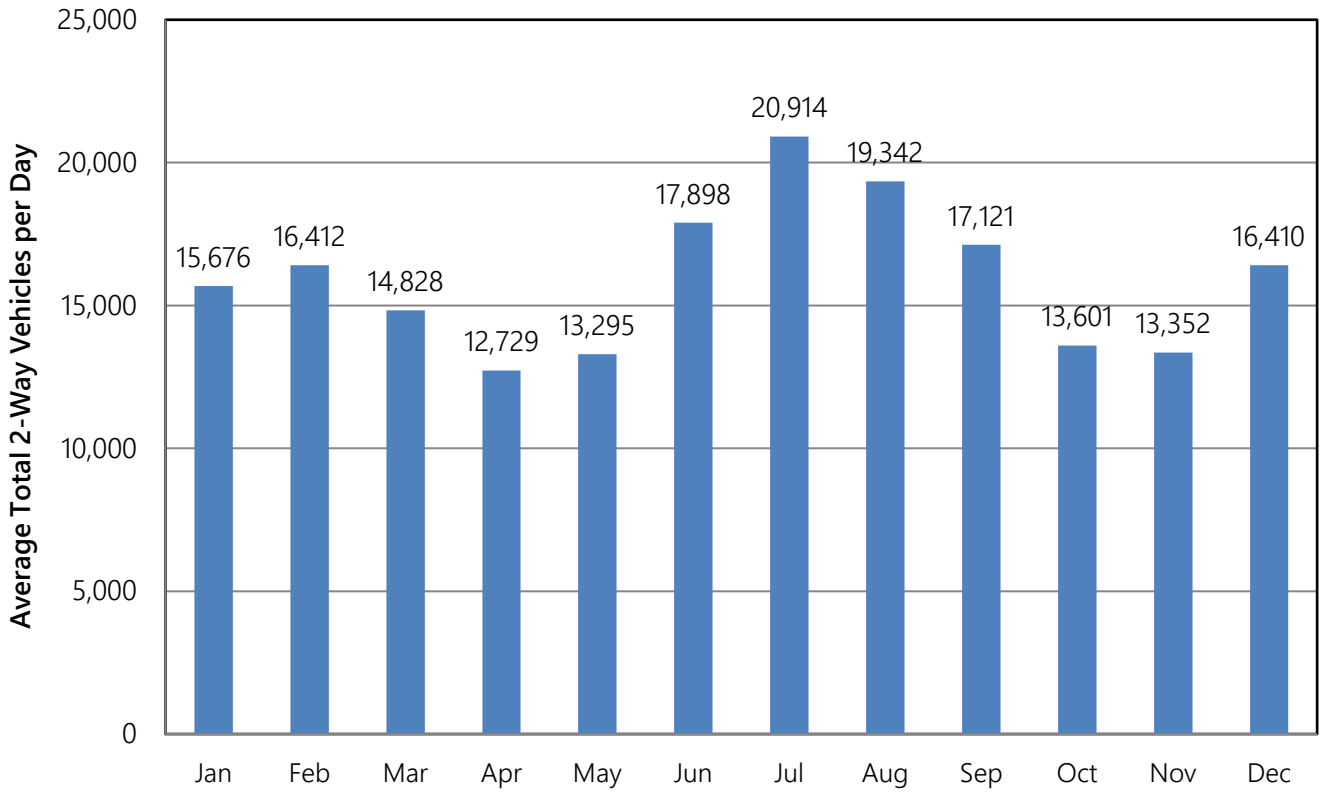
Local Roadways

All facilities not within the higher classifications are considered local roadways. These roads ultimately allow direct access to abutting property and connections to the collector and arterial roadways. They provide the lowest level of vehicle mobility and generally are not served by bus routes.

TRAFFIC VOLUMES

Seasonal Variation in Traffic Volumes

Variation in traffic volumes on Truckee roadways over the course of the year depends on the degree to which individual roadways serve residents or visitors. While volumes on roadways serving residential neighborhoods are relatively constant over the course of the year, volumes on roadways with a higher proportion of visitor traffic vary significantly by season. Figure 4.17-2 depicts monthly traffic volumes on SR 267 between Brockway Road and Airport Road (as monitored by Caltrans), which reflects a roadway with a high proportion of visitor traffic. As shown, volumes peak in the month of July. In comparison, volumes in the busiest winter month (February) are 22 percent lower than the summer peak volume, while the volume of the off-season's lowest month (April) is 39 percent lower than the summer peak volume.



Source: Caltrans 2018.

Figure 4.17-2 Average Daily Traffic Volume on SR 267 South of Brockway Road by Month 2016

Considering traffic volumes by day of week at this SR 267 location in the peak summer season, the busiest traffic volume was recorded on Friday (23,552) and lowest on Sunday (18,473), with the daily volume on the remainder of the days of the week ranging from 19,532 to 21,493.

Summer Daily Traffic Volumes

The summer daily traffic volumes for major roadways in the Town of Truckee are shown in Table 4.17-1. SR 267, Northwoods Boulevard, Donner Pass Road, and Pioneer Trail had the highest summer daily two-way traffic volumes.

Table 4.17-1 Town of Truckee Summer Daily Traffic Volumes, 2018

Roadway	Segment	Two-Way Daily Traffic Volume
Donner Lake Road	I-80 to McGlashan Drive	1,660
SR 89 South	Deerfield Drive to West River Street	12,930
SR 89 South	Just south of West River Street	12,090
Deerfield Drive	Just west of SR 89 to SR 89	10,100
Cold Stream Road	Donner Pass Road to Deerfield Drive	3,140
West River Street	Just east of SR 89	6,200
West River Street	Just west of Bridge Street	11,400
West River Street	Just east of McIver Crossing	14,040
East River Street	Bridge Street to Commercial Zone	1,470
Bridge Street	Just east of McIver Crossing	11,710
Donner Pass Road	Just west of South Shore Drive	1,880

Roadway	Segment	Two-Way Daily Traffic Volume
Donner Pass Road	Just east of South Shore Drive	2,890
Donner Pass Road	Just west of Cold Stream Road	7,650
Donner Pass Road	Cold Stream Road to I-80 westbound ramp	12,230
Donner Pass Road	West of Northwoods Drive to Northwoods Drive	15,820
Donner Pass Road	Northwoods Drive to SR 89 South	17,380
Donner Pass Road	SR 89 South to I-80 central interchange	13,300
Donner Pass Road	Spring Street to McIver Crossing	6,000
Donner Pass Road	Spring Street to Bridge Street	9,460
Donner Pass Road	Bridge Street to Truckee Way	9,980
Truckee Way	Church Street to Glenshire Drive	11,300
Truckee Way	Glenshire Drive to I-80 eastern interchange	12,010
Truckee Way	Pioneer Trail to SR 89 North	14,040
SR 89 North	I-80/SR 267 interchange to Truckee Way	12,190
SR 89 North	Prosser Dam Road/Alder Drive to Rainbow Drive	8,420
SR 89 North	Alder Creek Road to north town limit	2,490
SR 267	Brockway Road to I-80 interchange	21,610
SR 267	Town limit to Brockway Road	21,910
Brockway Road	West River Street to Palisades Drive	19,680
Brockway Road	Palisades Drive to Martis Valley Road	12,270
Brockway Road	Just east of Martis Valley Road	13,080
Brockway Road	Just west of SR 267	14,510
Martis Valley Road	Brockway Road to Old Mill Road	6,440
Palisades Drive	Brockway Road to Pine Cone Drive	7,930
Palisades Drive	Pine Cone Drive to Torrey Pine Road	4,560
Glenshire Drive	Truckee Way to Olympic Boulevard	8,380
Glenshire Drive	Just west of Dorchester Drive (West)	7,540
Glenshire Drive	Just east of Martis Peak Road	3,370
Northwoods Boulevard	Just north of Bull Pine Trail	18,510
Pioneer Trail	Just west of Truckee Way	17,010

Source: Counts conducted by LSC Transportation Consultants in summer 2018.

Recent Traffic Volume Trends

Traffic trends on state highways (including I-80) between 2006 and 2017 (the most recent available data) are shown in Table 4.17-2. I-80 volumes dropped substantially between 2006 and 2010 but have since climbed to exceed the 2006 levels. From 2011 to 2017, peak-month daily traffic volumes on I-80 east of Truckee increased by 19 percent, while those on I-80 west of Truckee increased by 39 percent. SR 267 volumes dipped slightly between 2006 and 2009 but have grown by 38 percent between 2009 and 2017. While the most recent available data on SR 89 south of Truckee is only from 2014, these volumes indicate a 49-percent increase since 2006. Finally, volumes on SR 89 north of Truckee have been essentially flat over the last 10 years.

Table 4.17-2 Town of Truckee Traffic Trends, 2006-2017

Location	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
I-80 west of Donner Lake Interchange	36,500	33,500	30,000	30,000	28,500	28,500	33,000	35,500	34,000	38,000	39,500	39,500
I-80 west of Hirschdale Road	36,000	33,500	30,000	31,000	30,500	32,000	35,000	34,000	35,000	35,500	38,000	38,000
SR 89 south of Placer/Nevada County line	17,100	17,100	17,600	17,600	25,000	25,000	25,000	25,000	25,500	N/A	N/A	N/A
SR 89 south of Prosser Dam Road/Alder Drive	6,500	6,500	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700
SR 267 north of Placer/Nevada County line	17,200	16,600	16,100	15,200	16,200	16,400	16,600	16,600	19,000	19,500	21,000	21,000

Source: Caltrans 2018.

COMMUTE PATTERNS

The workplace destinations for residents of Truckee are summarized in Table 4.17-3, as reported by the U.S. Census Department's Longitudinal Household Employer Dataset.[1] This dataset indicates that nearly 40 percent of employed Truckee residents work within the Town of Truckee. Over 60 percent of employed residents leave Truckee for work, with 6 percent commuting to Reno, Nevada, and 7.8 percent commuting to jobs on the North Shore of Lake Tahoe.

Table 4.17-3 Where Truckee Residents Work

Location	Number	Percent
Truckee, CA	2,584	39.2%
Reno, NV	407	6.2%
Sunnyside-Tahoe City, CA	208	3.2%
Sacramento, CA	129	2.0%
Dollar Point, CA	85	1.3%
San Francisco, CA	81	1.2%
Incline Village, NV	78	1.2%
Sparks, NV	59	0.9%
Kings Beach, CA	57	0.9%
Roseville, CA	53	0.8%
North Auburn, CA	47	0.7%
Nevada City, CA	43	0.7%
Carnelian Bay, CA	40	0.6%
Tahoe Vista, CA	40	0.6%
South Lake Tahoe, CA	39	0.6%
All other locations	2,637	40%
Total populations	**6,587**	**100%**

Source: U.S. Census Bureau 2018.

[1] This dataset is synthesized from U.S. Census Bureau and U.S. Bureau of Labor Statistics and Unemployment Insurance files, along with federal administrative records. It can include persons who receive their paycheck at one address but work at another and those who telecommute or do not regularly commute to their identified work location. As a result, it does not specifically represent day-to-day commute patterns.

Table 4.17-4 shows estimates of where employees who work in the Town of Truckee reside. As shown, 13 percent of persons employed in Truckee live in Reno, 2.6 percent live on the North Shore of Lake Tahoe, and another 2.5 percent live in Sparks.

Table 4.17-4 Where Employees Working Within Truckee Live

Location	Number	Percent
Town of Truckee, CA	2,584	42.4%
Reno, NV	794	13.0%
Sparks, NV	155	2.5%
South Lake Tahoe, CA	86	1.4%
Incline Village, NV	69	1.1%
Carson City, NV	62	1.0%
Kings Beach, CA	61	1.0%
Roseville, CA	52	0.9%
San Francisco, CA	46	0.8%
Spanish Springs, NV	35	0.6%
Sun Valley, NV	34	0.6%
Sacramento, CA	32	0.5%
Sunnyside-Tahoe City, CA	32	0.5%
Rocklin, CA	26	0.4%
Lincoln, CA	25	0.4%
All other locations	2,007	33%
Total populations	**6,100**	**100%**

Source: U.S. Census Bureau 2018.

Another source of data regarding the commute pattern for persons working in the Truckee area is the *Truckee North Tahoe Regional Workforce Housing Needs Assessment* completed in 2016 by BAE Urban Economics for the Tahoe Truckee Community Foundation (BAE Urban Economics 2016). This included a survey of 1,627 persons employed in the Truckee/North Tahoe area. It indicated that 90 percent of Truckee/North Tahoe region employees live in the region, with 6 percent living in the Reno Area.

COMMUTE MODE SHARE

The commute mode shares from the U.S. Census Bureau's 2016 American Community Survey are summarized in Table 4.17-5. Of all Town of Truckee residents, 77 percent of commuters drive alone. It bears noting that this data often does not reflect seasonal residents/workers.

Table 4.17-5 Truckee Resident Commute Mode Shares

Location	Town of Truckee	Nevada County
Drive Alone	77%	76%
Carpool	9%	8%
Public Transit	1%	1%
Bike	2%	1%
Walk	2%	3%
Telecommute	8%	10%
Other	1%	1%

Source: U.S. Census Bureau 2016.

CRASH DATA

Crash statistics in Truckee for the most recent available 5-year period (2013–2017) were compiled from the Transportation Injury Mapping System (TIMS) maintained by the University of California at Berkeley, based on the Statewide Integrated Traffic Records System (SWITRS). The SWITRS data include the number, type, and severity of crashes, possible contributing factors, and involvement of bicycles or pedestrians. Unlike the full SWITRS data, the TIMS data do not include property damage–only crashes. Figure 4.17-3 shows the location of concentrations of collisions in Truckee between 2013 and 2017, indicating a concentration at the I-80 interchanges, along Donner Pass Road, along Bridge Street, and at the SR 267/Brockway Road intersection. Figure 4.17-4 shows the location of each pedestrian crash that was reported between 2013 and 2017. While pedestrians were struck in various locations, there was a concentration in the downtown area along Bridge Street. None of the pedestrian collisions during this time period resulted in fatality.

Crash Severity

The number of crashes involving fatalities and injuries (F+I) by year and level of severity are summarized in Table 4.17-6. There was a total of 311 F+I crashes reported for the 5-year period. These crashes resulted in five deaths and 306 injuries within the town. Table 4.17-7 shows the vehicle type of each of these crashes by year.

Table 4.17-6 Town of Truckee Crash Severity, 2013–2017

Crash Severity	2013	2014	2015	2016	2017	Total	Percent
Fatal	0	0	1	2	2	5	2%
Injury (severe)	8	5	13	10	6	42	12%
Injury (other visible)	23	13	24	27	25	112	37%
Injury (complaint of pain)	18	26	38	44	26	152	49%
Total populations	**49**	**44**	**76**	**83**	**59**	**311**	**100%**

Source: UC Berkeley 2018.

Table 4.17-7 Crash by Vehicle Type, 2013–2017

Vehicle Involvement	2013	2014	2015	2016	2017	Total	Percent
Pedestrian	0	3	5	5	4	17	5%
Bicycle	6	4	8	12	2	32	10%
Motorcycle	3	0	5	6	2	16	5%
Truck	3	4	6	4	4	21	7%
Auto	37	33	52	56	47	225	72%
Total	**49**	**44**	**76**	**83**	**59**	**311**	**100%**

Source: UC Berkeley 2018.

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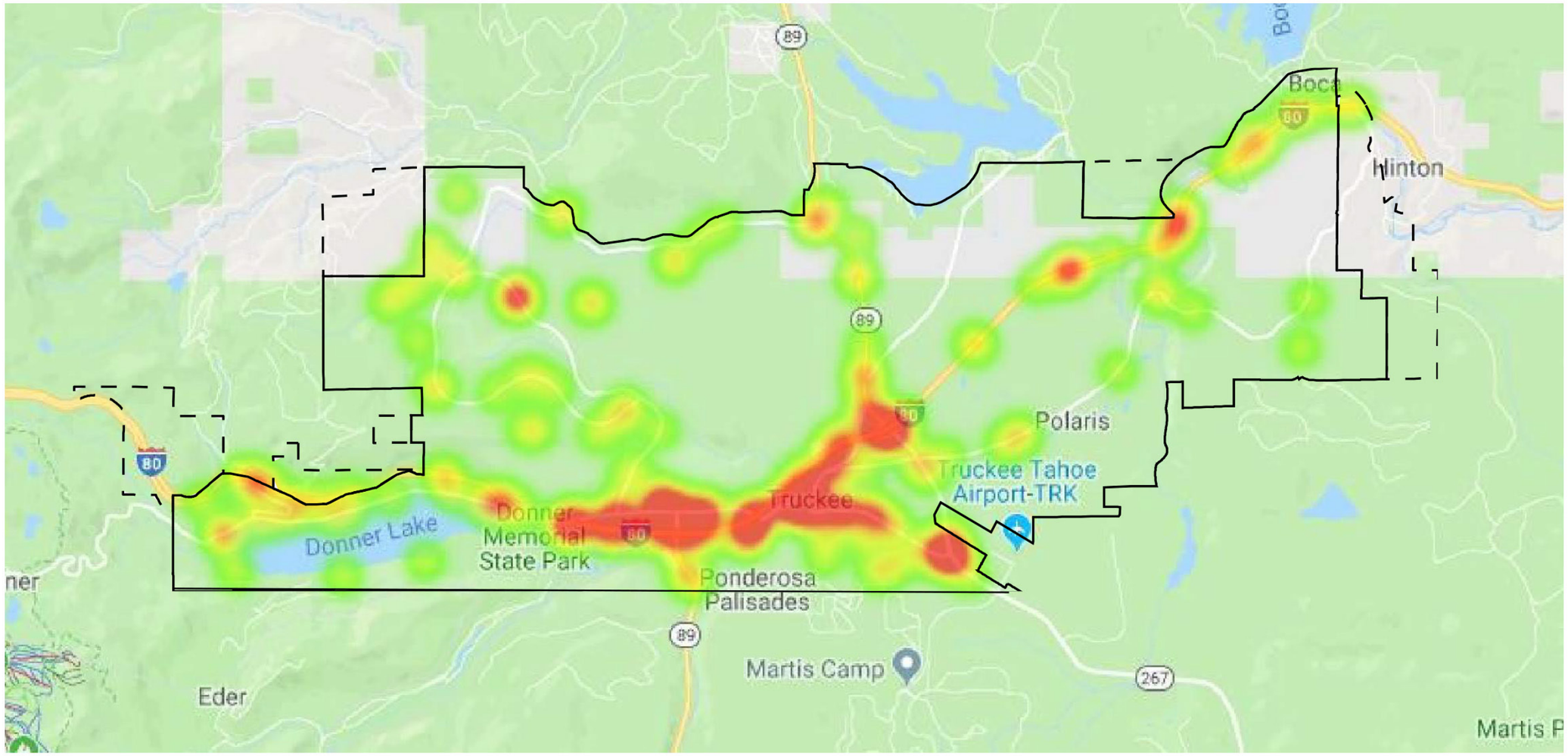

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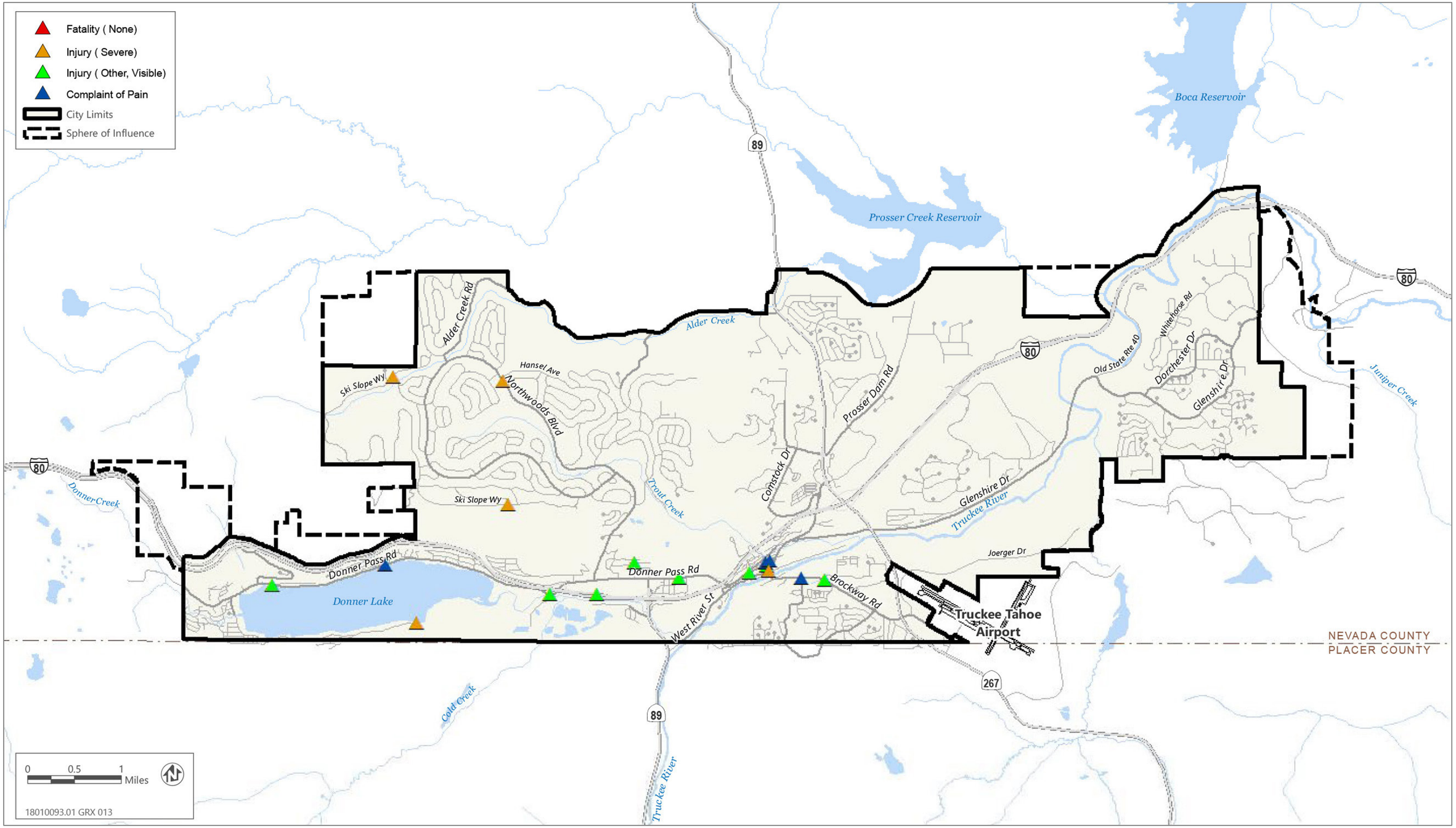
Source: Transportation Injury Mapping System (TIMS), UC Berkeley, accessed October 19, 2018.

Figure 4.17-3 Total Crashes Heatmap within the Town of Truckee, 2013-2017



Source: Data downloaded from Town of Truckee in 2018.

Figure 4.17-4 Pedestrian Crashes within the Town of Truckee, 2013-2017

BICYCLE AND MULTIUSE FACILITIES

The topography of the Town of Truckee ranges from relatively flat terrain along the Truckee River and downtown area to rolling and steep terrain north and south of the downtown area. The network of bicycle and multiuse bicycle/pedestrian facilities in Truckee is designed to connect all major commercial, residential, and recreational areas. Figure 4.17-5 shows existing bicycle and multiuse paths spanning west and east from downtown Truckee. Table 4.17-8 describes various paths by class and type.

Table 4.17-8 Types of Bikeways, Trails, and Pedestrian Facilities

Facility Type	Description
Paved Trail (Class I)	Paved trails are used exclusively by bicyclists, pedestrians, and other nonmotorized users (including e-bikes), with minimal cross-flow by motor vehicles. Paved trails have a hard surface (asphalt or concrete) and are usually located in an exclusive right-of-way.
Bike Lane (Class II)	Bike lanes are areas within paced streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.
Bike Route (Class III)	Bike routes are on-street routes intended to provide continuity to the bikeway system. They are designed by signs or permanent marking and are shared with motorists. Many bike routes have shoulders that can be used by bicyclists or pedestrians.
Separated Bikeway/Cycle Track (Class IV)	Separated bikeways are on-street facilities for the exclusive use of bicycles. They are physically separated from motorized vehicle traffic with concrete curbs, bollards, or other vertical elements and can allow for one-way or two-way bike travel. However, they are a challenge to maintain during the winter because of snow removal operations.
Dirt trail	Dirt trails are facilities for use exclusively by nonmotorized users, such as bicyclists, pedestrians, equestrians, and other nonmotorized users, with minimal cross-flow by motor vehicles.

Source: Town of Truckee 2015.

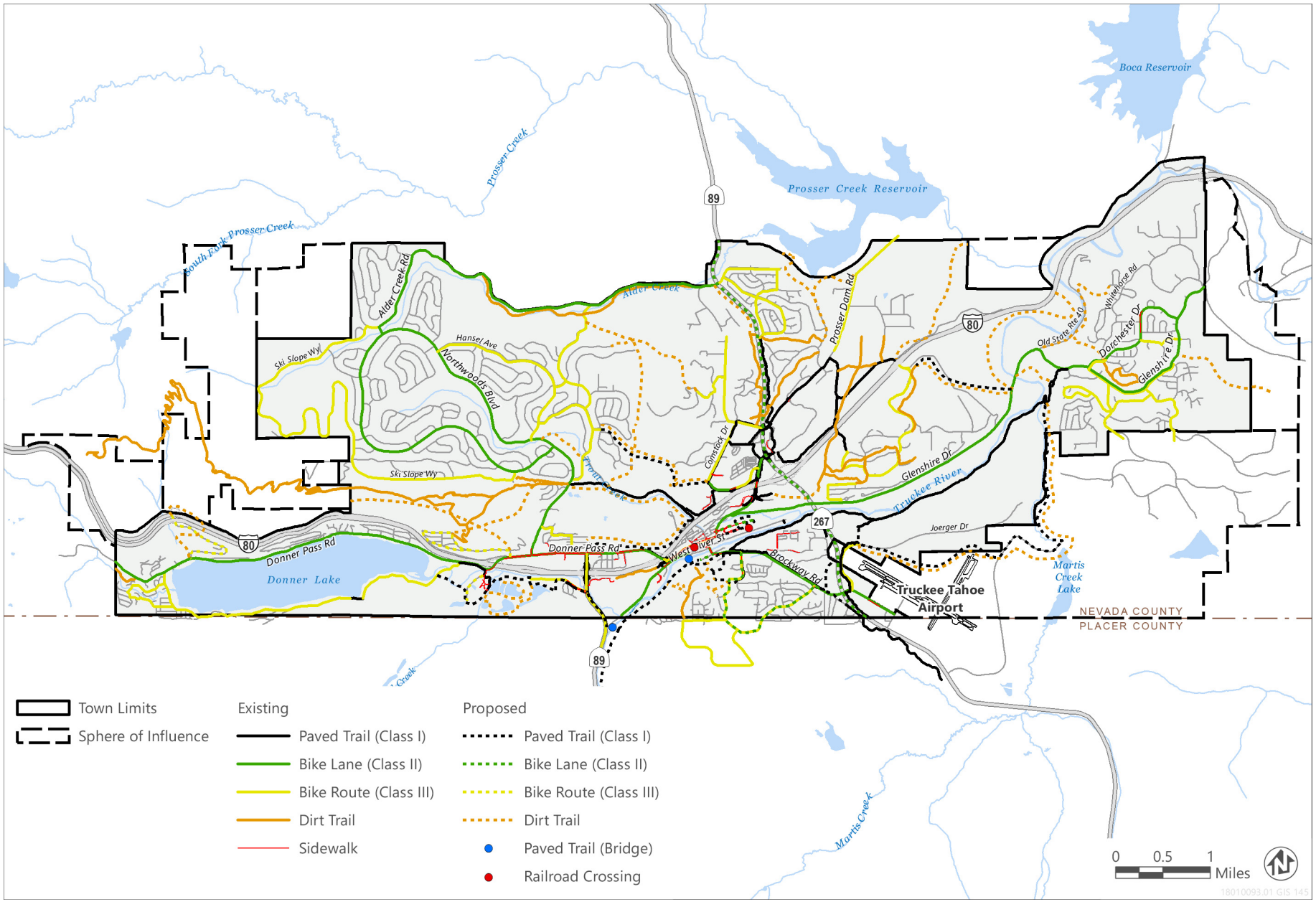
At present, the Town has an extensive trail and bikeway network within the town limits that offers a variety of options for recreation and transportation. Existing trails include both paved (paved trail, bike lane) and dirt trails. Existing multiuse paved trails/Class I bike trails include the Truckee River Legacy Trail along the Truckee River, connector trails along Brockway Road from the Truckee River Regional Park to the intersection with Highway 267 and beyond to the Riverview Sports Park, the Trout Creek trail from Bridge Street Downtown to Northwoods, the Pioneer Bike Path from Bridge Street through Pioneer Commerce Center, and connector trails along Comstock Road, Alder Drive, and Prosser Dam Road as well as an extension through the Sierra College campus and a segment along Deerfield Drive. These multiuse trails provided connected links between residential neighborhoods and commercial/services areas.

Class II bike lanes are located along the length of Donner Pass Road, Truckee Way, Northwoods Boulevard, Alder Creek Road, West River Street, Brockway Road, and Glenshire Drive. Class III bike routes are located within and adjacent to several of Truckee's residential neighborhoods, including Tahoe Donner, Glenshire, Olympic Heights, Gateway, Sierra Meadows and Prosser Lakeview Estates. Additional bike routes have been approved for construction within town, including in the Ponderosa Palisades/Brockway Road area. Additional paved and dirt trails are proposed throughout Truckee residential neighborhoods including Tahoe Donner, Glenshire, and west of SR 89 as shown in the Trails and Bikeways Master Plan. Table 4.17-9 shows currently existing and proposed facility mileage by classification.

Table 4.17-9 Length of Bikeway Facilities by Classification in 2020

Classification	Existing Mileage	Proposed Mileage
Sidewalk	10	10
Paved Trail (Class I)	22	19
Bike Lane (Class II)	31	7
Bike Route (Class III)	42	4
Separated Bikeway (Class IV)	0	0
Total	105	40

Source: Bucar, pers. comm,. 2022.



Source: Data downloaded from Town of Truckee in 2018.

Figure 4.17-5 Existing Bicycle Trail Network

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, paths, trails, curb ramps, and crossings. Amenities such as street furniture, pedestrian-scale lighting, and landscaping provide an inviting environment that is conducive to walking. Most streets within, and connecting to commercial areas of Truckee have sidewalks on both sides of the street. The Downtown has many heavily utilized sidewalk segments, but there are still some commercial streets with incomplete sidewalks (e.g.-Jibboom Street, Church Street, West River Street). Most residential neighborhoods do not have sidewalks although some newer residential neighborhoods have Class I paved trails along primary roads (e.g.-Pine Forest, Gray's Crossing).

REGIONAL AND LOCAL TRANSIT

Truckee is served by Tahoe Truckee Area Regional Transit (TART), holiday and special event shuttles, dial-a-ride service, Greyhound, Amtrak throughway bus and rail, and the North Lake Tahoe Express airport shuttle.

Tahoe Truckee Area Regional Transit Program

The Town of Truckee and Placer County both operate elements of the TART system, as discussed below.

Truckee Tahoe Truckee Area Regional Transit Program

The Town's program consists of both fixed-route service, referred to as the Truckee Local, and complementary paratransit service known as dial-a-ride operating within the Truckee area. These services offer a range of options for travelers to access recreational, employment, shopping, and social service opportunities while helping to reduce auto use and the community's carbon footprint.

The Truckee local route offers transit service along the Donner Pass Road and Brockway Road corridors daily, from 6:30 a.m. to 6:30 p.m., 365 days per year. This service connects passengers at the train depot to Placer County Regional TART, providing an important regional link between Truckee and the North Lake Tahoe communities of Tahoe City, Kings Beach, and Incline Village.

Truckee TART also operates a regional night service from the train depot to the Northstar California and Palisades Tahoe resort base areas. During the peak winter and summer seasons, service is offered from 6:00 p.m. to 11:30 p.m. The service ends 1 hour earlier during the shoulder seasons of spring and fall. Passengers are able to transfer between Truckee and Placer TART fare-free services at the resorts.

The Truckee TART dial-a-ride service operates year-round during the same days and hours as the Truckee local route serving the general public, with priority service for seniors and persons with disabilities. Dial-a-ride is available for trips within the town limits, and reservations are required at least 24 hours in advance of a trip. Total ridership for all Truckee public-operated public transit services is approximately 25,000 passengers per year.

Placer Tahoe Truckee Area Regional Transit Program

Placer County operates a separate but coordinated element of the TART program, consisting of transit services in the North Tahoe region in both California and Nevada. This program also connects the North Lake Tahoe area to Truckee via SR 89 and SR 267. Placer TART operates hourly route service between Tahoe City, Olympic Valley, and Truckee along SR 89, with additional runs during the winter and summer months for peak commute periods. Total ridership on the two routes serving Truckee (including passengers not traveling in Truckee) is approximately 143,000 passengers per year—51 percent on the SR 267 route and the remaining 49 percent on the SR 89 route. These services are partially funded by the Town of Truckee as well as by the Truckee Tahoe Airport District.

In addition, TART Connect offers free on-demand night service in the North Lake Tahoe area with service in and around Tahoe City, Kings Beach, and Incline Village. Riders use a mobile application to request on-demand service between 6:00 p.m. and 10:00 p.m. daily and in the Incline Village zone until midnight on weekends.

Holiday Shuttle

During select weeks within the holiday season, the Town of Truckee partners with local agencies and businesses to provide free shuttles. This daily service provides shuttles to and from local neighborhoods, Northstar California and Squaw Valley Resorts, and downtown Truckee between 6:00 p.m. and 2:00 a.m.

Special Event Shuttle

For special events such as anniversary celebrations, Truckee Thursdays, and Town Community Picture Day, the Town provides free shuttles to residents and visitors. These event shuttles are specifically coordinated by location and ridership need.

Greyhound Lines

Greyhound provides regional and long-distance service to and from Truckee 7 days a week, including westbound service along I-80 to Sacramento and the Bay Area and eastbound service to Reno, Salt Lake City, and points beyond. Passengers are served in Truckee at the Truckee Train Depot in downtown. Five westbound runs and three eastbound runs are available daily.

Amtrak Rail Service

The railroad is a defining feature of Truckee's local history and character. Today, the Union Pacific Railroad line through Truckee provides both passenger and freight rail service. Daily Amtrak passenger rail service stops in Truckee as part of the California Zephyr route between the Bay Area and Chicago. Because of delays along the route, this service often operates substantially behind schedule, particularly in the westbound direction. The rail route is also heavily used for freight service, providing a vital transcontinental route for transportation of all types of cargo. Total rail passenger boardings at the Truckee Train Station in 2017 were 14,879.

North Lake Tahoe Express

The North Lake Tahoe Express is operated under contract with a private transportation company and the Truckee North Tahoe Transportation Management Association (TNT/TMA) with funding provided by area lodging establishments, resort associations and public agencies (including the Town of Truckee) under a separate funding agreement with the TNT/TMA. Transit service is provided to and from the Reno Airport from the northern Lake Tahoe region and Truckee. Truckee stops include the Village at Northstar, the Truckee Train Depot, and the Truckee Tahoe Airport.

4.17.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide future development and resource management throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could affect the circulation system and VMT.

Section 15064.3 of the State CEQA Guidelines presents criteria for analyzing and determining the significance of transportation impacts. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, and whether a qualitative or quantitative analysis is appropriate. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence.

VMT for the Town of Truckee is calculated using the TransCAD model, which is a p.m. peak-hour model. Beyond the Town of Truckee, the model area also includes the Martis Valley, Northstar, portions of Placer County, and some nearby portions of unincorporated Nevada County east of the Town of Truckee. The vehicle trips for each traffic analysis zone (TAZ) from the model were multiplied by the distance between each origin/destination TAZ pair and summed to define the total VMT within the model area. For the purposes of CEQA, VMT estimates should account for the entire length of all trip; and, thus, trip lengths cannot be truncated at the town limits or the boundary of the model being utilized. Therefore, to account for the full length of the trips that travel outside of the model area, Streetlight data (which is based on anonymized tracking of cellphone and Bluetooth-enabled devices in vehicles) was utilized, as described in the *Truckee VMT Guidelines Memo* (LSC Transportation Consultants 2020).

Note that the extended trip length also accounts for vehicle trips that include an intermediate stop. ("Trips," as defined in the Streetlight data, have a trip end when the device does not move for more than 5 minutes. However, some trips generated in Truckee (such as a trip from a lodging unit in Truckee to a primary residence in the Bay Area) can include a short stop along the way for fueling or a meal break. To reflect the full trip length, device home location data was analyzed and used to increase the base Streetlight trip length. Finally, because the TransCAD model being used is a p.m. peak-hour model, the conversion of peak-hour VMT to daily VMT was necessary. This conversion was completed using the ratio of daily to peak-hour trips based on the aforementioned Streetlight data.[2]

For the purposes of the analysis here-in, VMT is expressed by dividing the net VMT by the sum of residents, visitors, and employees (referred to as service population). Analysis on a per-service-population basis is appropriate for analysis of the GPU and consistent with California Air Resources Board guidance. The VMT per service population metric is a transportation efficiency metric that is used to identify potential impacts associated with implementation of the GPU. This metric helps depict whether people are traveling more or less by vehicle over time, across different areas, or across different planning scenarios. The modeling was based on full buildout of the GPU land use diagram and growth projections. No revisions to model outputs were made to reflect potential VMT reductions that would result from implementation of policies and actions identified in the proposed GPU or Downtown Truckee Plan.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts on transportation if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines and thresholds adopted by the Town of Truckee:

- conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- result in inadequate emergency access.

As discussed above, the Town of Truckee adopted the updated *Town of Truckee California Environmental Quality Act VMT Thresholds of Significance* (Town of Truckee 2022). This document provides guidance and direction related to VMT analysis methodologies, thresholds of significance, and mitigation strategies for transportation impacts, based upon the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA; the findings of the June 11, 2020 memorandum prepared by LSC Transportation Consultants, Inc.; and a technical memorandum prepared by Town

[2] Note that this methodology differs from the modeling of transportation sector emissions in the Climate Action Plan Element of the GPU and Section 4.8, "Greenhouse Gas Emissions," of this Draft EIR, which were derived using origin-destination method established by California Air Resources Board-appointed Regional Targets Advisory Committee for purposes of evaluating transportation plan consistency with SB 375 requirements and based on the premise that each jurisdiction is responsible for the air emissions within its boundaries. The methodology employed in this analysis follows the guidance provided in the updated Town of Truckee California Environmental Quality Act VMT Thresholds of Significance (Town of Truckee 2022), which is based upon the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA.

staff on April 4, 2022. For individual projects within the town, the Town's VMT thresholds are the most appropriate threshold by which to determine consistency with Section 15064.3(b) of the State CEQA Guidelines.

Based on Town of Truckee VMT guidance in the *Town of Truckee California Environmental Quality Act VMT Thresholds of Significance* document, a project that meets one or more of the following criteria is considered to have a significant VMT impact:

1. The project is a higher density or a different land use type that identified in the General Plan and is anticipated to generate a net increase in VMT from what would have been generated from the General Plan land use forecasts.
2. The project's daily VMT per unit of development (e.g., thousand square feet of floor area, lodging or residential units) is greater than 85 percent of the town-wide average for the individual land use type.

However, the Town's thresholds were developed for project-level review and are not appropriate for direct application to full buildout of the GPU. Therefore, a per-service-population threshold, which provides a measure of travel efficiency for all trips associated with the town, is applied to the project. Potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) is determined based on whether the proposed project would achieve a 15 percent reduction in VMT per service population at buildout, as compared to existing conditions.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to transportation and circulation. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The proposed GPU policies are designed to be more effective regarding minimizing transportation related impacts, including VMT, than the previously adopted policies. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Mobility Element

GOAL M-1: Reduction in Auto Dependency. Reduce automobile dependency to reduce impacts on the town's roadway system, lessen the need for new or expanded road facilities, and decrease vehicle emissions.

- Policy M-1.1: Integration of Land Use and Climate Action Planning and Decisions. During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.
- Policy M-1.2: Transportation Demand Management Measures. Support community partners, including existing and future businesses and public and nonprofit employers, in expanding the use of transportation demand management (TDM) measures including discounts, rewards, and parking cash-out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working.
- Policy M-1.3: Vehicle Miles Traveled Standards. Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.
- Policy M-1.4: Transportation Innovation. Promote transportation innovation and encourage transportation network companies to reduce greenhouse gases through improved technology, curb space management, and micromobility alternatives.
- Action M-1.A: Transportation Demand Management Program. Develop an employee threshold (e.g., more than 50 employees) above which transportation demand management measures would be required for new nonresidential development projects and develop a context-appropriate "toolbox" of TDM measures to be used as project requirements for such projects. Conduct preliminary outreach with large employers to identify the

most appropriate and effective TDM measures for Truckee businesses and their employees informed by work schedules and place of residence. TDM measures could include, but are not limited to:

- parking discounts, rewards, and cash-out or time-off incentive programs;
- unbundled parking strategies or shared parking agreements;
- long-term bicycle parking, on-site lockers, and showers;
- flexible, staggered, and/or coordinated work schedules and telework programs;
- subsidized transit passes, a vanpool program;
- ridesharing/ride-matching services, guaranteed ride home program; or
- designated employee transportation coordinator.

Work with existing and future businesses, the Tahoe Truckee Unified School District, and major public and nonprofit employers (e.g., local agencies) to expand the use of TDM measures that divert automobile commute trips to transit, walking, bicycling, or digital/remote working and incentivize carpool and multi-passenger trips for regional commutes.

- Action M-1.B: VMT Mitigation. Establish appropriate mitigation measures for projects that cannot adequately reduce VMT to acceptable standards by 2023 and review mitigation measures every five years. VMT mitigation measures might include, but are not limited to:
  - changing land uses to increase internalization of trips and to shorten trip lengths of trips generated by other nearby land uses;
  - improving bicycle and pedestrian network connections and providing support facilities;
  - contributing to regional transit enhancements, particularly ongoing operations funding;
  - managing parking inventory through participation in a regional or district-wide parking pricing program;
  - reducing parking supply rates, or unbundling parking spaces from residential units;
  - providing employee shuttle or ridesharing service;
  - implementing a car-sharing program; and
  - providing funding toward VMT-reducing land uses and regionally significant programs, projects, and/or services.

  Develop a program to monitor effectiveness of VMT mitigation measures in projects in which they are required and adjust mitigation through adaptive management plans, if needed
- Action M-1.C: Rideshare Programs. Work with the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TRPA/TMPO), Placer County, Nevada County, Regional Transportation Commission of Washoe County, and other neighboring jurisdictions to explore a ride-matching/ridesharing program. The program should be focused on reducing commute-related VMT by increasing carpooling for residents with similar commute behavior and destinations.
- Action M-1.D: Mobile Rideshare Applications. Research ridesharing/ride-matching mobile applications and websites that could be used by or promoted to residents and businesses in Truckee to reduce traffic congestion, commute-related VMT, and single-occupant vehicle trips. Identify the most appropriate mobile apps to promote and integrate these resources into the Town's other TDM initiatives.
- Action M-1.F: Electric Vehicle and Bike Charging Stations. Provide electric vehicle and bike charging stations at Town facilities and throughout Truckee with free charging and/or free parking. Work with partner agencies and private businesses to expand the charging station network.

- Action M-1.G: Town-wide VMT Monitoring and Adaptive Management Program. Develop and implement a VMT monitoring and adaptive management program within two years of general plan adoption. The program shall be designed such that the Town can monitor VMT based on the VMT per-service-population metric in a consistent manner based on the interval at which the monitoring will be conducted. The framework and methodology of the program shall be developed such that it is consistent with the VMT quantification methodology recommended under SB 743, PRC Section 21099, and CCR Section 15064.3, and industry best practices. If it is determined through the implementation of the monitoring program that the Town is not trending toward the required VMT per-service-population reduction (i.e., 15 percent reduction in VMT per service population at buildout of the GPU as compared to existing conditions), modifications to VMT reduction measures based on technological advancements, updated guidance and studies, and/or new approaches to implementation shall be identified and implemented.

GOAL M-2: Pedestrian and Bicycle Facilities: Provide a safe, comprehensive, and integrated system of trails, sidewalks, bike lanes, and multi-use paths as a key component of the transportation system. Integrate this system with planned and available transit opportunities and with higher-density, mixed-use development.

- Policy M-2.1: Truckee Trails and Bikeways Master Plan. Maintain, implement, and update the Truckee Trails and Bikeways Master Plan to continue to expand the town's interconnected system of multi-use paths, bike lanes, trails, and sidewalks throughout the community that is safe and accessible to all users, including children, persons with disabilities, and seniors.
- Policy M-2.2: Truckee River Legacy Trail. Give special priority to completion of the Truckee River Legacy Trail as the main west-to-east cross-town "spine" of the town's trail network, with other trails connecting to it.
- Policy M-2.3: Safe and Continuous Routes. Link new trails and bikeways with established bikeways, parks, and open space areas to provide safe and continuous routes, especially near mobile home parks and multi-family apartments, to serve low-income and underserved populations. Enhance connections between adjacent land uses and between different parts of Truckee.
- Policy M-2.4: Regional Trail Connections. Work with surrounding jurisdictions, state and federal land managers, homeowners associations, and recreation districts to connect Truckee's trails and bikeways to surrounding regional trails.
- Policy M-2.5: Bicycle and Pedestrian Roadway Improvements. Use roadway, roundabout, and intersection improvements as an opportunity to improve bicycle and pedestrian facilities and connections, where feasible.
- Policy M-2.6: State Highway Bicycle Routes. Support and encourage the provision of bicycle lanes and routes along state highways, especially State Route (SR) 89, that encourage regional bicycle commuter trips as well as complementing improvements to the Legacy Trail, Truckee River Trail, and Mini-Mousehole and on SR 267 to complement and connect to trails and bikeways in the Martis Valley and airport/Brockway areas of Truckee.
- Policy M-2.7: Pedestrian and Bicycle Access Standards. Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install Americans with Disabilities Act (ADA) accessible pedestrian walkways and multi-use trails in new development, as appropriate and necessary to address circulation needs.
- Policy M-2.8: Separate Bicycle and Pedestrian Traffic. Provide facilities that separate bicyclists and pedestrians from vehicular traffic when it is feasible to do so.
- Policy M-2.9: Mid-Block Crosswalks. Create additional mid-block pedestrian crossings and associated improvements (e.g., high visibility treatments, raised medians, bulb-outs) near intensive commercial, medical, and office areas that will generate large amounts of pedestrian traffic and where controlled intersections are not within a reasonable walking distance, including along Donner Pass Road at Tahoe Forest Hospital. Evaluate the need to install facilities for the hearing impaired or visually impaired.
- Policy M-2.10: Donner Pass Road Streetscape. Implement mobility and streetscape improvements along the Donner Pass Road corridor and consider the improvement identified in the Innovate Gateway Strategy, as shown

in Figure M-5. Ensure adequate connections along this corridor to transit, neighborhoods, school campuses, the hospital campus, commercial centers, and the Downtown pedestrian network.

- Policy M-2.11: Funding for Active Transportation. Aggressively and collaboratively pursue all available sources of funding for the planning, improvement, and routine and long-term maintenance of trails for active transportation (bikeways and pedestrian trails) in Truckee and the surrounding region.
- Policy M-2.12: E-Bike Infrastructure. Ensure adequate infrastructure for e-bikes such as universal charging and docking stations in new and redeveloped commercial and multi-family residential projects and Town facilities. Create an integrated regional bike-share program, develop standards for new infrastructure, and encourage other agencies and major employers to install e-bike charging stations and regional bike-share docking stations.
- Policy M-2.13: Bike Parking Requirements for New Development. Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.
- Policy M-2.14: Adequate Bike Parking at Major Facilities. Provide adequate bike parking at all Town facilities and encourage similar parking at other agencies and major existing employers.
- Policy M-2.15: Bike and Pedestrian Wayfinding. Establish consistent transit, bike, and pedestrian signage, including architecture and materials, messaging/marketing, and improved facilities throughout the community.
- Policy M-2.16: Event Bicycle, Pedestrian, and Transit Access. Require major event providers to incorporate transportation demand management strategies that encourage bicycle, pedestrian, and transit access (e.g., bike valet, shuttles, discounts/incentives) and encourage these strategies at all other lower-level events.
- Policy M-2.17: Bicycle and Pedestrian Education. Promote bicycle and pedestrian use through media campaigns, and continue to provide programs that educate the community about bicycle and pedestrian safety, the benefits of walking and biking, and the availability of facilities for the mobility impaired. Support focused programs for more vulnerable users such as school-age children, lower-income users, and the mobility impaired.
- Action M-2.A: Trails and Bikeways Master Plan Update. Update the Trails and Bikeways Master Plan to continue to expand the town's interconnected system of bikeways, trails, and sidewalks. The update shall:
  - identify locations for future trails and sidewalks, including potential future pedestrian facilities along the west end of Donner Lake;
  - determine which roadways are suitable for implementing reduced vehicle lane width, traffic calming measures, or expanded bike capacity to more safely accommodate pedestrians and bicyclists; and
  - meet the most current state and federal requirements for active transportation plans.
- Action M-2.B: Funding for Trails and Bikeways Master Plan Implementation. Use public-private partnerships, the annual budgeting process, and the Capital Improvement Projects (CIP) list to effectively implement the policies, programs, and improvements detailed in the Trails and Bikeways Master Plan as construction funds are available and ongoing maintenance funds are assured.
- Action M-2.C: Funding to Maintain Key Trails and Bikeways. Pursue local funding sources, such as assessment districts and sales tax measures and development agreement funding, to fund ongoing maintenance of key trails and bikeways in all seasons.
- Action M-2.D: Funding Sources for Streetscape Improvements. Use the budget process, CIP, and a variety of funding sources (including grants and developer funds) to implement sidewalk, bikeway, and streetscape improvements throughout the Downtown (where they are now lacking), along Donner Pass Road in the Gateway District, and along key parts of Brockway Road.
- Action M-2.E: Bicycle and Pedestrian Roadway Improvements. Improve bicycle and pedestrian facilities and connections as part of Capital Improvement Projects for roadway, roundabout, and intersection improvements, where feasible.

- **Action M-2.F: Assessment District Financing.** Study the use of assessment district financing to enable the Town to generate sidewalk and pedestrian area maintenance fees to improve pedestrian access and circulation in commercial and mixed-use areas in the Gateway District, the Downtown, and as part of large private development projects such as the Railyard or Coldstream.
- **Action M-2.G: Regional Trail Connections.** Work with the Truckee Donner Land Trust, Truckee Donner Recreation and Park District, US Forest Service, California Department of Parks and Recreation, Caltrans, Placer County, Nevada County, Nevada County Transportation Commission, and others to connect Truckee's trails and bikeways to surrounding regional trails such as the Pyramid Trail connecting beyond Reno to Pyramid Lake, the Truckee River Trail connecting Truckee to Tahoe City, the Pacific Crest Trail, the Martis Valley Trail, and similar trails and bikeways in the region.
- **Action M-2.H: Green Business Certification Process.** Advocate for integration of TDM programs and EV and e-bike parking and charging into the Sierra Business Council's Green Business Certification program.
- **Action M-2.I: New Pedestrian and Bicycle Facilities.** Identify and implement new pedestrian and bicycle facilities beyond those identified in the Trails and Bikeways Master Plan and the Downtown Truckee Plan. These facilities may include, but not be limited to, pedestrian and bicycle facilities along Donner Pass Road and South Shore Drive adjacent to Donner Lake and in mixed-use areas in Tahoe Donner, Sierra Meadows, and Glenshire, and along SR 267 and SR 89 North.
- **Action M-2.J: Downtown Bike and Pedestrian Connections.** Implement the Downtown streetscapes as part of the Downtown Truckee Plan to complete sidewalks and pedestrian and bike connections on Jibboom, Bridge, Church, West River, and other Downtown streets, resulting in a Complete Street cross section accommodating all modes and users.
- **Action M-2.K: Bicycle and Trail Promotion.** Continue to work with partner organizations like the Truckee Trails Foundation, US Forest Service, Truckee Donner Land Trust, and Truckee Donner Recreation and Park District to promote development of appropriate bicycle and trail facilities and signage and to develop a comprehensive outreach strategy to increase the percentage of local trips made by biking and walking.
- **Action M-2.L: Bike and Pedestrian Wayfinding.** Provide clear directions to parking areas and transit centers and stops so people can easily and efficiently access residential, retail, entertainment, civic, and employment hubs. Consider incorporating international symbology and typology, QR codes, or similar technology on wayfinding signage to increase accessibility and understanding of directions and information for all users, including international visitors.
- **Action M-2.M: Bicycle Parking.** Work with Truckee business owners to increase short- and long-term bicycle parking at strategic locations that support multi-modal trips and consider the conversion of existing parking spaces to bike parking or bike-share facilities. Ensure that bicycle parking locations are closer and more convenient than vehicle parking options.
- **Action M-2.N: Bicycle Parking Capital Improvement Project.** Create and implement a comprehensive bicycle parking Capital Improvement Project to close gaps in the town's overall bike network.
- **Action M-2.O: Shower and Locker Room Incentives.** Create incentives for employers to incorporate shower facilities and locker rooms into new and existing development and require such facilities for large employers.

GOAL M-3: Transit. Promote a safe, attractive, equitable, and efficient local and regional transit system, including bus, van, shuttle/microtransit, and rail, to reduce congestion, improve quality of life, protect the human and natural environment, support economic vitality, and offer viable and competitive alternatives to the automobile. Integrate bicycle and pedestrian access into the system, including for the mobility impaired.

- **Policy M-3.1: Transit Access.** Require new development to incorporate features that accommodate and maximize transit access and use, including shelters, safe routes to transit stops, and Americans with Disabilities Act (ADA) improvements, and ensure that right-of-way for future transit access is reserved in plans for new growth areas.

- **Policy M-3.2: Transit for Vulnerable, Underserved, and Underrepresented Groups.** Make a diligent effort to engage and incorporate the transit needs of children, seniors, disabled, low-income, vulnerable, and transit-dependent persons in making decisions regarding transit services and compliance with the ADA and Title VI of the Civil Rights Act.
- **Policy M-3.3: Multi-Modal Transfer Facilities.** Encourage the development of facilities that accommodate and allow convenient transfers between different modes of transport, especially to provide connections to rail and local and regional bus service.
- **Policy M-3.4: First-Last Mile Solutions.** Prioritize capital improvements and land use decisions that integrate first-last mile solutions that connect passengers to and between alternative transportation modes including rail, intercity bus service, biking, and walking.
- **Policy M-3.5: Intelligent Transportation Systems.** Plan for the anticipated growth of shared and on-demand ride mobility services (e.g., transit, microtransit, ride-, car-, and bike-sharing, e-hailing). Install intelligent transportation system infrastructure to support traveler information such as real-time Next Bus technology, travel time information, and wayfinding.
- **Policy M-3.6: Transit Use and Transfers.** Work to increase ridership by maintaining a "fare-free" system, reducing headways from current one-hour headways, increasing service area coverage, and expanding route connections, including transfers between different modes of transport such as Reno/Tahoe International Airport, Truckee Tahoe Airport, bicycle, rail, and interregional bus service.
- **Policy M-3.7: Transit Signal Priority.** Increase the competitiveness of transit use with private automobiles and improve on-time performance through installation of transit signal priority technology. Work with Placer County and Caltrans to plan, design, and implement managed and/or dedicated transit lanes and "queue jumping" at strategic intersections and points of congestion.
- **Policy M-3.8: Bus Shelters.** Design new ADA-accessible bus and van/shuttle shelters and, where feasible, include bicycle racks and bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations. Consider ways to incorporate rider information and real-time NextBus information.
- **Policy M-3.9: Low/No-Emissions Transit Fleets.** Transition the local and regional transit fleets to no- or low-emissions vehicles such as electric or hybrid buses.
- **Policy M-3.10: Low/No-Emissions Microtransit Vehicles to Complement Fixed-Route Transit.** Expand van, shuttle, on-demand ride, trip consolidation software, ridesharing, and other technologies emphasizing no- or low-emissions vehicles such as electric or hybrid to augment or complement fixed-route transit through microtransit services.
- **Policy M-3.11: Interregional Transit Services.** Collaborate and proactively plan with regional partners to expand the provision of interregional transit services to and from the Lake Tahoe Basin, summer and winter recreation destinations, public lands, and the Reno metro area, as funding permits.
- **Policy M-3.12: Rail Services.** Support and promote the use of passenger rail. Support regional efforts to provide enhanced commuter rail service to and from Truckee via Amtrak and the Capitol Corridor, including service timing and frequency that is convenient for commuters, and service that caters to weekend visitors.
- **Action M-3.A: Short Range Transit Plan.** Maintain, implement, and update the statutorily required Eastern Nevada County Short Range Transit Plan led by the Nevada County Transportation Commission (as the regional transportation planning agency).
- **Action M-3.B: Long Range Transit Plan.** Maintain, implement, and update Truckee's Long Range Transit Plan that anticipates a series of improvements and expansion plans and capital facilities, including:
  - increased headways on all transit routes;
  - expanded and enhanced dial-a-ride programs for on-call and ADA rides through better ride scheduling and booking technology; and

  - new neighborhood connection routes in critical places such as Tahoe Donner and Glenshire, including bus shelters, local and regional mobility hub centers, and service expansion.

- Action M-3.C: Funding Mechanisms for Transit. Work with neighboring jurisdictions to develop funding mechanisms to maintain existing levels of service through available funding sources and to support future transit service expansion for Truckee's projected resident and visitor populations, consistent with the Short and Long Range Transit Plans. Evaluate the likelihood of developing a local "self-help" funding mechanism for consideration by Truckee voters.
- Action M-3.D: Funding for Transit Services. Pursue all available sources of funding for capital and operating costs of transit services from the Federal Transit Administration and the State of California. Consider ongoing funding through major developers such as the assessment districts formed for the Coldstream Specific Plan, Joerger Ranch Specific Plan, and Railyard Master Plan.
- Action M-3.E: Placer County and Tahoe Truckee Unified School District Partnership. Partner with Placer County and the Tahoe Truckee Unified School District to provide extensive outreach and education to local schools and explore opportunities to coordinate ridesharing and bell times with the regional network, continue a fare-free system, connect to after-school activities, and provide bike storage and safe routes to school to increase ridership and eliminate barriers to last-mile travel.
- Action M-3.F: Community Outreach and Marketing Campaign. Work with Keep Truckee Green, local community organizations, Tahoe Truckee Area Regional Transit (TART), and other partners to develop a community-led marketing campaign focused on increasing transit ridership and promoting the community benefits and equity considerations inherent in transit planning. Conduct community outreach to identify the largest barriers to increasing transit ridership and develop a strategy to remove these barriers.
- Action M-3.G: Town-Sponsored Transit Services. Continue to fund existing Town-sponsored fare-free transit services such as the seasonal Truckee shuttles, special events service, and low-cost dial-a-ride service.
- Action M-3.H: Continuation and Expansion of Transit Services. Actively work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand, especially where affordable housing units are located. Evaluate the ability of microtransit to improve efficiencies, reduce cost, and increase ridership in place of existing fixed-route and dial-a-ride services.
- Action M-3.J: Real-Time Travel Technologies. Work with TART to explore installing "next bus" technologies for transit riders and real travel time and road conditions information for the general public by including the installation of conduit to support broadband and fiber optic infrastructure.
- Action M-3.K: First-Last Mile Gap Analysis. Work with active transportation organizations and other stakeholders to conduct a first-last mile gap analysis for the town's transit system and identify key strategies to remove first-last mile issues for transit riders. Strategies could include increasing bike share, microtransit, and bike parking at transit stations; increasing vehicle parking at transit stops and neighborhood nodes; increasing signage and wayfinding; and increasing infrastructure for walking and biking (e.g., bike lanes, bike parking, sidewalks, crosswalks).

GOAL M-4: Traffic Operations. Provide a safe, efficient, and well-designed roadway network and maintain acceptable traffic operations through application of vehicle miles traveled and level of service thresholds and by conditioning new development to make necessary improvements and develop programs to address projected traffic levels.

- Policy M-4.1: Complete Streets. Improve connectivity throughout the town's roadway and bike/pedestrian network by implementing Complete Streets concepts on roadway and streetscape improvements that promote equity among modes and meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, while minimizing environmental, historic/cultural, and residential neighborhood impacts.

- **Policy M-4.2: Consideration of Climatic Conditions.** Ensure that existing and future roadway, sidewalk, and bikeway standards, and the implementation of such standards, take Truckee's climatic and geographic conditions into account as well as all users, including children, persons with disabilities, and seniors.
- **Policy M-4.3: Roadway Classifications.** Maintain a hierarchy of arterial, collector, and local roadways in Truckee by planning, designing, and regulating roadways in accordance with the functional classification system described in this element.
- **Policy M-4.5: Traffic Impacts to Local Residential Roads.** Projects under the following thresholds would be considered to have minimal impact:
  - Project does not increase traffic on local residential road by more than 2,000 average daily trips; or
  - Project increases traffic on local residential road by more than 2,000 average daily trips, but the increase in average daily trips is less than 50 percent.
- **Policy M-4.6: Construction Traffic Impact Analysis.** Require the assessment of construction-related project impacts in traffic impact analyses, which assess and adequately mitigate the effect of construction traffic on the roadway network, as well as any potential disruption to or rerouting of traffic that might be needed during project construction. Special consideration should be given to projects that have the potential to negatively impact residential areas.
- **Policy M-4.7: Roadway Improvements.** Continue to implement improvements to the town's roadway network, as identified in the circulation diagram in Figure M-1 and in Table M-2 or the Traffic Impact Fee Program to ensure the access and mobility needs of existing and future residents and visitors can be adequately served.
- **Policy M-4.8: Improvements to Existing Roadways.** Improve existing roadways in Truckee to meet current Town design and engineering standards.
- **Policy M-4.9: Street Improvements for Development Projects.** Require projects to undertake needed roadway, transit, pedestrian, and bicycle facility improvements on public streets fronting or adjoining the development site as part of the project and to make available right-of-way needed for future cumulatively required roadway improvements.
- **Policy M-4.10: Curb Cuts.** Require that new development minimize the number of access points (driveway openings or other curb cuts) along arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location. Seek opportunities to provide shared ingress/egress and consolidation of access points.
- **Policy M-4.11: Roadway Connectivity.** Encourage roadway connectivity, prohibit gates on new roadways or on new connections to existing roadways, encourage the elimination of existing gated roadways, and discourage culs-de-sac.
- **Policy M-4.12: Bike, Pedestrian, and Transit Networks.** Require transportation systems planned and constructed in conjunction with master planned developments and specific plans to provide links to the existing transportation network and offer opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling, or using transit.
- **Policy M-4.13: Installation of Roundabouts.** Install roundabouts instead of new traffic signals or when conducting capacity-enhancing improvements to existing signalized intersections, including traffic signals on state highways, when roundabouts will achieve the same or better level of service as a traffic signal and where it is physically feasible to do so. Consider replacing existing signalized intersections with roundabouts where roundabouts provide improved safety and similar or improved operations.
- **Policy M-4.14: Traffic Calming through Use of Roundabouts.** When traffic calming is desirable at unsignalized intersections, encourage roundabouts instead of multi-lane stop-controlled intersections or the addition of extra turn lanes when the roundabout will achieve the same or better level of service and where it is feasible to do so.

- Policy M-4.15: Railroad Crossing Improvements. Improve existing roadways and add new infrastructure to reduce delays from train traffic and to improve safety at railroad crossings.
- Policy 4.16: Railroad Undercrossing Alternatives. Concurrent with the review of development in the Railyard east of the balloon track, require the Railyard developer to prepare a study to analyze alternatives for the construction of the eastern railroad undercrossing near the Railyard.
- Action M-4.A: Circulation Impact Analysis Criteria. Establish criteria and procedures for the preparation of circulation impact analyses for development projects, as well as applicable LOS standards and VMT thresholds by 2023. Review criteria and procedures every five years and modify as needed.
- Action M-4.B: Circulation Improvement Time Frames. Determine, review, and update as needed the time frames for implementation of circulation improvements as listed in Table M 2 as well as upgrades to roadways that do not meet Town engineering standards and include the specific "triggers" that will initiate the need for a particular improvement. These timelines shall be considered as broad targets only and sufficiently flexible to accommodate changes in conditions.
- Action M-4.C: Capital Improvement Program Updates. Update the Capital Improvement Program (CIP) annually to include plans for improvements to be completed within the 5-year time frame of the CIP.
- Action M-4.D: Future Right-of-Way Requirements. Update the Development Code to establish guidelines or requirements for new development that will secure needed right-of-way for future roadway improvements and transit operations.
- Action M-4.E: Traffic Model Update. Update the Town's traffic model by 2028 and every eight years thereafter to reflect changes in land use, local and regional traffic conditions, and the roadway network. As a result of the updated analysis, review timelines for completion of major circulation improvements and amend them as needed to address changing conditions.
- Action M-4.F: Public Improvements and Engineering Standards. Amend the Public Improvements and Engineering Standards (PIES) to identify cross sections for all arterial and collector roads, including existing and future rights-of-way, paving widths, bus pullouts, sidewalk and bike lane locations, and edge treatments (transit stops, landscaping, lighting, etc.).
- Action M-4.G: Study of Roundabout Replacement Suitability. Conduct a study of existing signalized intersections in Truckee to determine which might be suitable for replacement with roundabouts and develop a prioritization and implementation program for their replacement. Criteria that should be used in considering replacement of existing signals with roundabouts include pedestrian access and safety, bicyclist and motorist safety, historic character, urban design goals for a corridor or neighborhood, costs, and construction feasibility. Work with Caltrans and Placer County to replace traffic signals along the SR 267 and SR 89 corridors with roundabouts as appropriate.

GOAL M-5: Protect Resources and Neighborhood Character. Minimize the negative impacts of transportation and parking infrastructure on Truckee's community character, local neighborhoods, and the cultural and natural environment.

- Policy M-5.2: Streetscape Quality Improvements. Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the area and create a "gateway experience." Such improvements could include sidewalk installations, landscaping, medians, improved street lighting, colors for street lighting and signal poles that are appropriate to the surrounding site, roundabouts, or pavement treatments.
- Policy M-5.3: Street Lighting. When installing new road lighting or replacing existing lighting, fixtures that minimize energy use and light pollution without compromising public safety shall be used. Employ low emissions lighting and use of solar or other technologies to minimize greenhouse gas emissions with street lighting.
- Policy M-5.4: Parking Standards. To limit impact to existing neighborhoods and businesses, ensure that adequate parking is provided for commercial, office, residential, and other land uses in Truckee, while at the same time

limiting excess off-street parking. Use shared parking solutions and adopt reduced parking standards when new land uses can justify it to discourage automobile use.

- **Policy M-5.6: Roadway Widths.** Maintain roadways in Truckee at a maximum of two travel lanes, including State Route (SR) 267 between Interstate 80 and the Brockway Road/Soaring Way intersection. Exceptions to this policy include Interstate 80, SR 89 South, and SR 267 from Truckee Airport Road/Shaffer Mill Road to Brockway Road/Soaring Way. In addition, maintain Donner Pass Road and Brockway Road as a three-lane cross section (two lanes of traffic with a left-turn lane).
- **Policy M-5.7: Dual Left-Turn Lanes.** Avoid intersection improvements that would include dual left-turn lanes.
- **Policy M-5.8: Opposition to Development Necessitating Widening of SR 267.** Actively oppose development in the Planning Area, outside of the town boundaries, that would necessitate widening of SR 267 north of Brockway Road or south of Truckee Airport Road to four lanes.
- **Action M-5.A: Streetscape Improvement Plans.** Complete the Envision DPR streetscape improvement design and implementation effort on Donner Pass Road from SR 89 to McIver Dairy and work toward advancing complete streetscape improvement plans along other key town roads such as Jibboom, Bridge, Church, and West River Streets in the Downtown.
- **Action M-5.B: Evaluation of Parking Requirements.** Conduct an evaluation of parking requirements in the Development Code to ensure that excessive parking is not required, to address options for shared parking, unbundled parking, and other parking lot alternatives, particularly in the Downtown and Gateway District, and to explore a residential parking permit program.

GOAL M-6: Provide Adequate Funding. Provide adequate funding for construction, improvement, and maintenance of existing and new roadways, transit capital and operations bikeways and pedestrian facilities, bridges, and various forms of transportation.

- **Policy M-6.2: Funding for Transportation Improvements.** Pursue all appropriate federal, state, and local funding sources for transportation improvements. Strive to secure financing in a timely manner for all components of the transportation system to achieve and maintain level of service and vehicle miles traveled standards.
- **Policy M-6.3: Vehicle Miles Traveled Mitigation Fee.** Develop a vehicle miles traveled mitigation fee program to mitigate vehicle miles traveled impacts associated with new development within the town boundaries.
- **Action M-6.B: Funding for Transportation Improvements.** Seek state and federal funding for all transportation modes (transit, roads, bikeways, pedestrian facilities) and adjust Capital Improvement Program lists, annual budget allocations, and staff assignments and allocations to reflect outside funding for projects and programs.

GOAL M-7: Goods Movement. Enable the safe and efficient movement and distribution of goods throughout the town.

- **Policy M-7.1: Preferred Truck Traffic Routes.** Discourage truck traffic through residential areas and the Downtown, and instead encourage trucks to use Interstate 80 and state highways for non-local deliveries.
- **Policy M-7.2: Road User Charge.** Support future regional road user fees to equitably and adequately mitigate transportation impacts.
- **Policy M-7.3: Union Pacific Railroad Freight Service.** Support continued freight service on the Union Pacific rail lines, and work with the Union Pacific Railroad to address community issues associated with railroad operations, such as minimizing traffic disruptions at the Bridge Street crossing, providing safe pedestrian crossings of the rail line, and working with Amtrak and Caltrans on the potential of accommodating future increased passenger service.
- **Action M-7.A: Railroad Crossing Improvements.** Complete the design and construction of street and intersection improvements at the Bridge Street/West and East River Streets/Donner Pass Road string of intersections to increase pedestrian safety, increase train-road safety, reduce train noise, and improve Downtown aesthetics.

GOAL M-8: Regional Coordination. Encourage regional coordination to maximize the efficiency of regional transportation systems.

- Policy M-8.1: Updates to the Regional Transportation Plan, including Active Transportation Plan. Continue to work with the Nevada County Transportation Commission in periodically reviewing and updating the Regional Transportation Plan (RTP) and Active Transportation Improvement Plan and to ensure the inclusion of Town projects and their implementation.
- Policy M-8.2: Regional Coordination on Transportation Planning and Analyses. Work with adjacent jurisdictions (Placer County, Nevada County, Washoe County, Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization, etc.), Nevada Department of Transportation, Caltrans, and the Nevada County Transportation Commission to:
  - share land use and transportation information and transportation modeling results;
  - collectively consider the impacts of development outside the town limits on Truckee's transportation network (roadways, rail, trails, and transit);
  - assess the impacts of development in Truckee on the regional transportation network;
  - identify, fund, and construct the transportation system components necessary to proactively mitigate identified impacts;
  - consider imposition of regional fees on new development to cover the fair share portion of the development's impacts on the local and regional transportation system;
  - reduce vehicular travel demand and VMT; and
  - Reduce greenhouse gas impacts from regional transportation systems and use.
- Action M-8.A: Regional Transportation Plan. Coordinate with the Nevada County Transportation Commission to review, update, and implement the Regional Transportation Plan, including the Active Transportation Plan, by 2023 and every four years thereafter.
- Action M-8.B: Coordination of Transit Programs. Work with adjacent jurisdictions to further coordinate transit services and programs to improve the local and regional Tahoe Truckee Area Regional Transit (TART) public transit program. Evaluate models to share resources and improve efficiencies including administration, maintenance, fueling infrastructure, and ITS hardware and software.
- Action M-8.C: Roadway Improvements on SR 267. Work with Caltrans and Placer County for the coordinated funding and construction of improvements to SR 267 between Brockway Road/Soaring Way and Brockway Summit.
- Action M-8.D: Transit Prioritization along SR 89 and SR 267. Participate in regional discussions to implement physical and technological improvements for transit prioritization and/or park-and-ride facilities along the SR 89 South and SR 267 corridors.

DOWNTOWN TRUCKEE PLAN

The following policies from the Downtown Truckee Plan apply to transportation and circulation:

- LU-CC-2: Prioritize improvements that emphasize pedestrians over cars in the Downtown Commercial Core subarea. The following strategies will be used to accomplish this:
  - Install streetscape improvements that enhance the pedestrian experience, including landscaping, decorative paving, street furnishings, and plantings.
  - Provide integrated pedestrian connections to parking areas, West River Street, the Railyard, and the Truckee River.
  - Explore potential parking pricing strategies to discourage private automobile access.

- **LU-RC-1:** Construct the "Truckee River Legacy Trail" along the south side of the Truckee River, ultimately connecting to the existing bike trail along Highway 89 South and extending to the eastern Town boundary.
- **LU-RC-10:** Site and design new development to:
  1. Preserve views of and access to the Truckee River.
  2. Minimize impact to wetlands, historical/archaeological sites, avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values.
  3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.
- **LU-RY-5:** A pedestrian and bicycle railroad crossing from the Donner Pass Road Extension to East River Street shall not be precluded with build-out of the Railyard Master Plan. To ensure the feasibility of a future bicycle and pedestrian connection between East River Street and the Railyard, the infrastructure plans for development east of the balloon track shall include 30 percent design level drawings of a bicycle and pedestrian crossing under the tracks.
- **M-1:** Facilitate efficient and safe movement of vehicles while enhancing the pedestrian-oriented environment, emphasizing people over cars and use of public transit.
- **M-2:** Support bike, pedestrian, transit, transportation demand management, and other transportation solutions that reduce automobile dependence, traffic congestion, and air pollution.
- **M-3:** Ensure circulation and parking improvements do not detract from the historic character of the Downtown Commercial Core subarea.
- **M-T-2:** Develop the plans for a new transit center in the Railyard for bus transfers and other facilities needed to accommodate TART and public and private shuttle services.
- **M-T-3:** Actively work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the Town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.
- **M-T-4:** Evaluate the ability of micro-transit to improve efficiencies, reduce cost, and increase ridership in place of existing fixed route and Dial-A-Ride services.
- **M-PB-1:** Establish an integrated pedestrian and bicycle network which provides connections between public parks, destinations, and public parking areas.
- **M-PB-2:** Improve north-south pedestrian and bicycle connections over the railroad and river. Study the feasibility of new crossings as shown in Figure 3-4, consistent with the Town of Truckee Trails and Bikeway Master Plan.
- **M-PB-3:** Incorporate pedestrian/bicycle pathways into the construction of all proposed railroad crossings.
- **M-PB-5:** Promote the use of the pedestrian/bicycle network through publications, printed or stationary trail maps at public locations along the trail network and bicycle hubs in Downtown Truckee.
- **M-P-1:** Create safe and comfortable pedestrian access on Church Street, Jibboom Street, Bridge Street north of Church Street, and along West River Street.
- **M-B-1:** Coordinate with Nevada County and Placer County on connections to bikeways along the Truckee River Legacy Trail and other regional trails. Such connections include links to Tahoe City and Northstar along SR 267 and SR 89.
- **M-B-2:** Bikeway improvements shall comply with the design standards for Class I bike paths, Class II bike lanes, and Class III bike routes, and other bicycle facilities in the Trails and Bikeway Master Plan.
- **M-B-3:** Construct Class I bike paths and Class II bike lanes instead of Class III bike routes, where feasible.
- **M-B-4:** Keep Class II and III bikeways free of vertical obstructions, and align drainage grates perpendicular to the direction of traffic flow.

- **M-B-5:** Install bicycle parking racks at key destinations, such as parking areas and transit stops and as part of private development projects, as required by the Truckee Development Code.

ISSUES NOT DISCUSSED FURTHER

All potential transportation issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.17-1: Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities

The development and growth associated with implementation of the GPU would increase the demand and use of bicycle, pedestrian, and transit facilities and increase vehicular traffic. However, the GPU includes goals, policies, and actions that would enhance and expand transit, bicycle, and pedestrian facilities to provide a more connected and efficient multimodal transportation network. Additionally, the GPU would not conflict with a program, plan, ordinance, or policy addressing transit, bicycle, or pedestrian facilities. Therefore, this impact would be **less than significant**.

Transit and Roadway

NCTC prepared its most recent *Nevada County Regional Transportation Plan* (RTP) in 2018 (NCTC 2018). The plan has four goals: (1) provide for the safe and efficient movement of people, goods, and services; (2) create and maintain a comprehensive, multimodal transportation system; (3) reduce adverse impacts on the natural, social, cultural, and historical environmental; and (4) develop an economically sustainable transportation system. The RTP documents the short-term (2016-2026) and long-term (2026-2036) regional transportation needs and sets forth an effective, cost-feasible action plan to meet these needs. The RTP includes the projects that are reasonably anticipated to be funded within the plan's fiscal constraints. The RTP is consistent with the California Transportation Plan, the California Interregional Transportation Strategic Plan, and the California Strategic Highway Safety Plan.

The *Nevada County Active Transportation Plan* (NCTC 2019) helps make each jurisdiction eligible for new funding to create new trails, sidewalks, bike lanes, and other improvements for bicycling and walking. The *Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County* (Placer County 2016) focuses on services provided in eastern Placer County, as well as connecting services in Truckee and Washoe County in Nevada. The plan identifies the desired expansion of services SR 89 and SR 267, including evening services and more frequent service. Similarly, the TDP identifies unmet transit needs over a three fiscal-year period related to limited parking around Tahoe Forest Hospital, the need for 15-minute TART service frequency along SR 267 and SR 89, the need for additional transit stops throughout the eastern Nevada County region, and a fare free transit system.

The objective of the *Truckee Long-Range Transit Plan* is to present a conceptual long-range expansion of transit services in the Truckee area, including both the incorporated Town of Truckee and the Donner Summit area. The proposed expansion includes additional routes to the Glenshire, Prosser-Lakeview, Sierra Meadows, and Tahoe-Donner neighborhoods. It also recommends elimination of fares, increased service frequency along the Donner Pass Road corridor, and the provision of later evening services.

As the population of Truckee increases through the GPU horizon, there would be an associated increase the demand for transit facilities and service and result in additional traffic congestion. It should be noted that the OPR Technical Advisory states that when evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. Additionally, the GPU also includes goals, policies and actions to expand transit services and facilities in a manner consistent with the priorities of the existing plans and programs summarized above. The Mobility Element of the proposed GPU includes Goal M-3 to promote a safe and efficient local and regional transit system. To realize this goal, the GPU includes policies that require new development to incorporate features that maximize transit access and use (Policy M-3.1) and promote collaboration with regional partners to expand the provision of inter-regional transit services to and from the Lake Tahoe Basin,

and the ski areas, and summer recreation destinations, and public lands (Policy M-3.11, Action M-8.B). Action M-3.B would require the Town to maintain, implement, and update Truckee's Long Range Transit Plan. The Downtown Truckee Plan also contains policies intended to promote consistency with transit plans and improve transit infrastructure and operations. For example, Policies M-T-2, M-T-3, and M-T-4 would improve and expand transit service within the town.

With implementation of the policies and actions detailed above, the GPU would enhance, not disrupt, existing or planned transit and roadway facilities. Additionally, the GPU includes land use designations that encourage higher density development within existing activity centers and key corridors (such as Donner Pass Road) which would add destinations, improve proximity and accessibility; thus, resulting in a pattern of transit demand that is easier and more cost-effective for transit to serve. Finally, the GPU would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

Bicycle and Pedestrian

The *Truckee Trails & Bikeways Master Plan* identifies major planning goals aimed at improving trail and bikeway connectivity and continuity throughout the town through design, community resources, and plan support. The Master Plan details criteria for prioritizing projects that emphasizes existing trail connectivity, direct access to key destinations, safe access to schools, and most frequent locations of vehicle-pedestrian collision.

Growth associated with the implementation of the GPU would increase the population of Truckee, thus presumably increasing the demand for bicycle and pedestrian facilities as well as resulting in an increase in vehicular traffic. However, the Mobility Element includes a long list of policies and actions that would enhance the bicycle and pedestrian network to fulfill Goal M-2 and provide a safe, comprehensive, and integrated system of trails, sidewalks, and bikeways as a key component of the circulation system. These include policies that specifically call for consistency with adopted plans and programs addressing bicycle and pedestrian facilities. Through Policy M-2.1, the Town would maintain, implement, and update the *Truckee Trails and Bikeways Master Plan*. This policy is supported by Action M-2.A to update the Trails and Bikeways Master Plan to continue to expand the Town's interconnected system of bikeways, trails, and sidewalks, Action M-2.B to fund implementation of the Trails and Bikeways Master Plan, and Action M-2.J to implement the Downtown streetscapes as part of the Downtown Truckee Plan to complete sidewalks and pedestrian and bike connections. In addition, through Policy M-2.2 the Town would give special priority to completion of the Truckee River Legacy Trail.

The Downtown Truckee Plan contains policies intended to promote consistency with alternative transportation plans and improve and expand bicycle and pedestrian infrastructure. For example, consistent with Policy M-2.2 of the GPU, Policy LU-RC-1 focuses on constructing the "Truckee River Legacy Trail" along the south side of the Truckee River, ultimately connecting to the existing bike trail along southbound SR 89 and extending to the eastern town boundary. Additionally, Policies M-2, M-PB-5, M-PB-1, M-PB-2, M-PB-3, M-P-1, M-B-1, M-B-2, M-B-3, M-B-4, and M-B-5 encourage and prioritize the development of a more connected, safe, and efficient bicycle and pedestrian network throughout the town; thus, improving bicycle and pedestrian circulation infrastructure in the town.

The implementation of the goals, policies, and actions in the GPU would result in a more integrated and complete network of bicycle and pedestrian facilities as compared to existing conditions. By reducing the number of bicycle and pedestrian network gaps it would be less common that alternative transportation users would need to physically mix with higher speeds and volumes of vehicle traffic, reducing the potential for bicycle-vehicle conflicts. It should be noted that the Town plows the major multi-use trails to ensure that year-round access is provided to these facilities. Additionally, implementation of the GPU would improve the existing bicycle and pedestrian circulation infrastructure in the Town of Truckee and would require future development to provide multimodal circulation improvements. Lastly, the GPU would not conflict with a program, plan, ordinance, or policy addressing bicycle or pedestrian facilities.

Conclusion

Implementation of the GPU would not physically disrupt an existing facility or interfere with the implementation of a planned facility, including transit, roadway, bicycle, and pedestrian facilities. With implementation of the transit, bicycle, and pedestrian supportive policies and actions within the GPU the access to multimodal options would be

enhanced and transit, bicycle, and pedestrian connectivity would be improved. Additionally, the GPU would not conflict with a program, plan, ordinance, or policy addressing transit, bicycle, or pedestrian facilities. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.17-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

Over the planning horizon, the service population (residents, employees, and visitors) in the town would increase. As a result, vehicle trips and overall VMT would increase. However, because of the nature of buildout of the GPU which concentrates the proposed land use changes within approximately 3 percent of the Town's total land area and focuses on infill development, it is estimated that VMT per service population would be reduced by approximately 10 percent. Additionally, the GPU also includes policies that would expand transit, bicycle, pedestrian, and complete street networks; and implement transportation demand management strategies. These policies would provide additional VMT reduction benefits not captured in the VMT modeling. However, the effectiveness of the proposed VMT reducing polices and actions contained within the GPU are not known and subsequent vehicle trip reduction effects cannot be guaranteed. Therefore, due to uncertainties regarding the ability for the aforementioned policies and actions to quantifiably reduce VMT impacts, this impact would be **significant and unavoidable**.

Section 15064.3(b) of the State CEQA Guidelines presents criteria for analyzing transportation impacts. As described above, potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) is determined based on whether the proposed project would achieve a 15 percent reduction in VMT per service population at buildout, as compared to existing conditions.

The Town of Truckee TransCAD transportation model was used to forecast the change in VMT associated with buildout of the GPU. Geographically, this transportation model covers the Town of Truckee as well as the nearby areas of unincorporated Placer County and unincorporated Martis Valley. As stated in Section 15151 of the State CEQA Guidelines, evaluations presented in an EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. Thus, as stated in the OPR Technical Advisory, lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. Therefore, the VMT analysis must include the entire length of trips which cannot be truncated at the boundary of the Town of Truckee TransCAD transportation model. To capture the full VMT associated with trips that extend beyond the model area, the model forecasts were combined with cellphone-based data (StreetLight) to identify and incorporate full trip lengths into the VMT estimates. The resulting VMT forecasts are shown in Table 4.17-10.

As shown in Table 4.17-10, with implementation of the GPU it is anticipated that a 10 percent reduction in VMT per service population would occur as compared to existing conditions. However, while the Town of Truckee TransCAD transportation model is a calibrated tool that assesses roadway and land use plans to forecast traffic volumes, it does not reflect future changes in non-auto modes such as improvements in transit services and bicycle/pedestrian facilities which could further reduce VMT per service population.

The proposed GPU includes an extensive list of goals, policies, and action items that would improve non-auto modes. For example, several policies promote trails and bikeways that could reduce automobile use, including Policies M-2.1, M-2.2, M-2.3. and M-4.1. In addition, through implementation of Action M-2.I, the Town would identify and implement new pedestrian and bicycle facilities beyond those identified in the Trails and Bikeways Master Plan and Downtown Streetscape Plan. The GPU also includes policies intended to improve the functionality of existing services, such as first-last mile solutions that connect passengers between transportation modes (Policy M-3.4) and collaborating with regional partners to expand the provision of inter-regional transit services (Policy M-3.11). The Town would also work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the town (Action M-3.H).

Table 4.17-10 Truckee Daily Vehicle Miles of Travel

Trips between	Average Trip Length (Miles)	Daily VMT	
		Existing 2018	Proposed General Plan
Truckee - Truckee	4.1	313,284	496,732
Truckee - Placer County Model Area	7.9	108,961	121,214
Truckee - Nevada County Model Area	7.8	20,406	16,089
Truckee - External to the Model Area	23.3	1,184,445	1,464,001
Total	-	1,627,096	2,098,036
Service Population	-	38,278	54,863
VMT per Service Population		42.5	38.2
Change in VMT per Service Population (1)			-10.0%

[1] Does not reflect VMT reductions associated with transit, bicycle/pedestrian and traffic calming policies in the proposed General Plan

Source: Truckee TransCAD Model and Streetlight Data

Through Policy M-1.3, the Town would apply the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies to subsequent development projects. Based on Town of Truckee VMT guidance, a project that is inconsistent with the Truckee General Plan Land Use Forecasts or results in a daily VMT per Unit of Development (such as thousand square feet of floor area, lodging or residential units, etc.) is greater than 85% of the town-wide average is considered to have a significant VMT impact and would require mitigation. Further, Policy M-6.3 states that the Town will develop a VMT mitigation fee program to mitigate impacts associated with new development within the Town boundaries.

The Downtown Plan also contains policies intended to reduce VMT. For example, Policies LU-RC-1 and LU-RY-5 require the construction of new bicycle and pedestrian facilities and connections within the Town. Additionally, Policies M-2, M-PB-5, M-PB-1, M-PB-2, M-PB-3, M-P-1, M-B-1, M-B-2, M-B-3, M-B-4, and M-B-5 encourage and prioritize the development of a more connected, safe, and efficient bicycle and pedestrian network throughout the Town. Further, Policies M-T-2, M-T-3, and M-T-4 would improve and expand transit service within the town. Bicycle, pedestrian, and transit infrastructure improvements are effective and commonly applied VMT reduction strategies; and thus, would likely result in associated VMT reductions.

The range of potential VMT reductions that could occur with implementation of the policies and actions in the GPU are identified in the NCTC's *Senate Bill 743 Vehicle Miles Travelled Implementation* report prepared by Fehr and Peers and shown in Table 4.17-11, below. As shown in Table 4.17-11, VMT reducing strategies vary widely in effectiveness and individual strategies provide a wide range in potential VMT reduction. The effectiveness of VMT reduction measures is highly dependent on geography, travel demand patterns, and the details of a particular improvement measure. Thus, based on the policies and actions proposed in GPU detailed above, VMT reductions could range from 0.6 percent up to 15 percent, with a median of roughly 7 percent.

Table 4.17-11 Proposed Truckee General Plan Strategies and VMT Reduction Potential

Strategy	VMT Reduction Range
Provide Pedestrian Network Improvements (Neighborhood)	0 – 2 percent
Provide Traffic Calming Measures (Neighborhood)	0.25 – 1 percent
Expand Transit Network	0.1 – 8.2 percent
Increase Transit Service Frequency/Speed	0.02 – 2.5 percent
Provide Traffic Calming Measures	0.25 – 1 percent

Source: Fehr & Peers 2020.

Further, the quantification of VMT reduction associated with the policies detailed above do not account for the additional VMT reduction that could be realized with implementation of GPU policies M-1.2 and M-1.3 which would expand the use of transportation demand reduction measures including discounts, rewards, and parking cash out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working; and encourage major regional traffic generators and employers with more than 50 employees to develop and implement trip reduction measures and increased use of transit (both public and private), respectively. Actions M-1.A, M-1.C, and M-1.D would support policies M-1.2 and M-1.3.

Additionally, the GPU would also require VMT mitigation as part of project approval, which could result in additional VMT reductions associated with land development. Action M-1.B would ensure that all appropriate and feasible mitigation measures are implemented for new projects that cannot adequately reduce VMTs to acceptable standards. This action would also implement a program to monitor effectiveness of VMT mitigation measures in projects and adjust mitigation through adaptive management plans, if needed.

The combination of VMT-reducing land use patterns, goals, policies, and actions under the GPU could potentially achieve a 15 percent reduction in VMT per service population as compared to existing conditions. As shown in Table 4.17-10, with implementation of the GPU it is anticipated that a 10 percent reduction in VMT per service population would occur as compared to existing conditions. It is likely that the goals, policies, and actions under the GPU (which are not captured by the modeling) would reduce VMT per service population by an additional 5 percent. Additionally, implementation of Action M-1.G would seek to ensure that the required reduction in VMT per service population would be achieved through Town-wide monitoring as the GPU is built out, and the implementation of additional VMT reduction measures if the target is not being achieved.

However, existing evidence indicates that the effectiveness of VMT reduction strategies can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Therefore, the degree of effectiveness of the proposed VMT reducing polices and actions contained within the GPU cannot be guaranteed. Due to the uncertainty associated with the degree of effectiveness of the proposed VMT-reducing polices and actions contained within the GPU and the fluctuation in VMT related to unforeseen and/or uncontrollable factors (e.g., pandemic, gas prices, economy), it cannot be guaranteed that Action M-1.G would ensure that VMT would be reduced by the required percentage. Therefore, this impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce per capita VMT but cannot be assumed to be sufficient to meet the 15% reduction target established through the *Town of Truckee California Environmental Quality Act VMT Thresholds of Significance* document. There are no additional plan-level measures available that would reduce VMT. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential to exceed VMT thresholds; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance for total growth under the GPU. Therefore, the impact remains **significant and unavoidable**.

Impact 4.17-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

Through implementation of the goals, policies, and actions of the GPU, existing conflicts between motor vehicles and non-motorized travelers would be reduced over time. Additionally, all future development would be subject to, and designed in accordance with Town of Truckee design and safety standards. Therefore, the GPU would not substantially increase transportation-related hazards, and the impact would be **less than significant**.

The Town of Truckee has well-established roadway and site design standards that guide the design and construction of new transportation facilities to minimize design hazards for all users of the circulation system. Town of Truckee policies (including those identified in the GPU) require evaluation of safety conditions as part of the project review process. This includes the review of roadway improvements to ensure that safety-related standards are met, such as driver sight distance requirements, intersection improvements, and additional pedestrian and bicycle infrastructure. As needed, improvements to meet safety standards are identified and required as part of project approval. New roadways are required to be designed according to applicable Federal, State and, local design standards. This includes the Town's adopted Public Improvement and Engineering Standards.

Additionally, the GPU includes policies that are intended to result in a reduction in potential conflict between road use types. Policies intended to create a safe, comprehensive, and integrated system of trails, sidewalks, and bikeways include Policies M-2.3, M-2.5, M-2.6, and M-2.8. Policy M-2.7 would enforce existing pedestrian and bicycle access standards for all new development and require developers to finance and install pedestrian walkways and multi-use trails in new development, as appropriate and necessary to address circulation needs. Specific to master planned developments and specific plans, Policy M-4.12 would require transportation systems to provide links to the existing transportation network and offer opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling, or using transit. Through implementation of these policies, existing conflicts between motor vehicles and non-motorized travelers will be reduced over time. Additionally, as detailed above, all future development under the GPU would be subject to, and designed in accordance with, Town of Truckee design and safety standards. Therefore, implementation of the GPU would not substantially increase transportation-related hazards. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.17-4: Result in Inadequate Emergency Access

The GPU includes circulation improvements and policies that would enhance emergency access throughout Truckee. Additionally, emergency access for any future discretionary developments under the GPU would be subject to review by the Town of Truckee and responsible emergency service agencies; thus, ensuring all future projects would be designed to meet all Town of Truckee emergency access and design standards. Therefore, the GPU would not result in inadequate emergency access. This impact would be **less than significant**.

The Mobility Element of the GPU includes roadway improvements that would improve emergency access within Truckee. For example, the Church Street Extension, which is currently under construction, will improve emergency access for the Railyard area by providing an additional ingress/egress point. Implementation of the GPU also identifies expansion of SR 267 from two travel lanes to four between Brockway Road/Soaring Way and the southern town limit.

Additionally, the GPU includes policies and actions that would enhance emergency access in Truckee. Policy M-4.11, which encourages roadway connectivity, prohibits new gated roadways, and encourages the elimination of existing gated roadways, would also enhance emergency access. Additionally, expanding separate Class 1 paved non-auto facilities via the implementation of Policy M-2.8 and Policy M-4.12 would also have a beneficial impact to emergency access by providing an alternative route for emergency response vehicles if public roadways are blocked. Similarly, the Downtown Plan contains Policy M-B-3 that would encourage the construction Class I bike paths and Class II bike

lanes instead of Class III bike routes. The expansion of Class I bike path and the construction of a new bridge crossing over the Truckee River could improve emergency access by providing an alternative route for emergency response vehicles if public roadways are blocked.

The Downtown Plan contains policies intended to promote consistency with alternative transportation plans and improve and expand bicycle and pedestrian infrastructure. For example, consistent with Policy M-2.2 of the GPU, Policy LU-RC-1 focuses on constructing the "Truckee River Legacy Trail" along the south side of the Truckee River, ultimately connecting to the existing bike trail along Highway 89 South and extending to the eastern Town boundary. Additionally, Policies M-2, M-PB-5, M-PB-1, M-PB-2, M-PB-3, M-PB-4, M-P-1, M-B-1, M-B-2, M-B-3, M-B-4, and M-B-5 encourage and prioritize the development of a more connected, safe, and efficient bicycle and pedestrian network throughout the Town; thus, improving bicycle and pedestrian circulation infrastructure in the town.

Additionally, emergency access for any future developments under the GPU would be subject to review by the Town of Truckee and responsible emergency service agencies; thus, ensuring all future projects would be designed to meet all Town of Truckee emergency access and design standards. Therefore, the GPU would not result in inadequate emergency access; and thus, would result in a **less-than-significant** impact. For discussion of emergency response and consistency with adopted emergency evaluation plans, see Impact 4.9-6 in Section 4.9, "Hazards and Hazardous Materials."

Mitigation Measures

No mitigation is required for this impact.

4.18 TRIBAL CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the project on known and unknown tribal cultural resources. Tribal cultural resources, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein) associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. See Section 4.5, "Cultural Resources," for a discussion of potential impacts on known and unknown archaeological and historical resources.

One comment letter regarding tribal cultural resources was received in response to the notice of preparation. This comment expressed concern about potential effects on resources of significance to the Washoe Tribe (see Appendix A). In addition, the Native American Heritage Commission (NAHC) requested AB 52 and Senate Bill (SB) 18 compliance information; although SB 18 does apply to the project because there is a general plan amendment associated with the project (which is the trigger for SB 18 compliance), SB 18 is not a CEQA requirement and therefore is not discussed in this section. AB 52 compliance is described below. The Town sent letters to three Tribes regarding consultation. The United Auburn Indian Community (UAIC) responded requesting formal consultation.

4.18.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are related to tribal cultural resources.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, State, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. 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.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

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

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

A historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP: location, design, setting, materials, workmanship, feeling, and associations.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "tribal cultural resources." PRC Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Pursuant to AB 52, signed by the California governor in September 2014, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

Health and Safety Code, Section 7050.5

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

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies (and has the authority to designate) the most likely descendants of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Public Resource Code Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

Town of Truckee Development Code

Section 18.30.040 provides procedures and standards for the treatment of archaeological and cultural resources and human remains.

Archeological/Cultural Resources – Development Code Section 18.30.040

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.

    1. The survey shall be conducted to determine the extent of the cultural resources on the site, before the completion of the environmental document for the project.
    2. Where the results of the survey indicate the potential to adversely impact probable cultural resources, the report shall be transmitted to the appropriate clearinghouse for comment.
    3. The Director shall maintain a confidential map file of known or probable cultural resource sites so as to assist in the identification of sensitive areas.
    4. A qualified professional shall be present on-site during all excavation activity, including preliminary soil investigations, grading and trenching for foundations and utilities, in those cases where the identification of and potential impacts to cultural resources cannot be determined prior to project approval or when required by the Director based on a recommendation by the field surveyor.

C. Mitigation measures. Where development would significantly impact cultural or paleontological resources which have been identified, reasonable mitigation measures shall be required by the review authority as may be recommended by the field surveyor or by the State Historic Preservation Officer. Mitigation may include the following, as applicable/necessary:

    1. The relocation or redesign of development to avoid the identified site;
    2. The opening of the site to qualified, approved professional/educational parties for the purpose of exploration and excavation for a specified time before the commencement of development;
    3. The utilization of special construction techniques to maintain the resources intact and reasonably accessible;
    4. Where specific or long-term protection is necessary, identified sites shall be protected by the imposition of recorded open space easements; and
    5. For significant sites of unique cultural resource value, where other mitigation techniques do not provide a necessary level of protection, the project shall not be approved until the Director determines that there are no reasonably available sources of funds to purchase the subject property or easement. The Director shall have 90 days from the date of discovery of a significant site to make this determination.

D. Cultural resources. Any cultural resources found on the project site shall be recorded or described in a professional report, subject to the approval of the Director; and

E. Human remains. If human remains are encountered during construction, the County Coroner shall be notified. If the remains are determined to be Native American, the Coroner has 24 hours to notify the Native American Heritage Commission of the findings.

4.18.2 Environmental Setting

ETHNOHISTORY

Regional indigenous history is marked by the protohistoric ancestors of the Washoe Indians. The Washoe regard all indigenous remains and sites within the Truckee-Tahoe basins as associated with their own history. It is estimated that the Washoe had one of the highest population densities in the western Great Basin. Relatively high estimates are attributed to the bountiful environment in which they lived. Historic declines in Washoe population and traditional resource use were caused by disruptions imposed by incoming Euro-American groups.

The project area falls within the center of Washoe (*Wa She Shu*) territory, with primary use by the northern Washoe or *Wel mel ti*. Traditional Washoe society and geography comprise a blend of Great Basin and California aboriginal cultures. The Washoe are distinguished by a level of technological specialization and social complexity that are non-characteristic of their surrounding neighbors in the Great Basin but typify many California groups (e.g., semi-sedentism and higher population densities, concepts of private property, and communal labor and ownership). During the mild season, small groups traveled through high mountain valleys collecting edible and medicinal roots, seeds, and marsh plants. In the higher elevations, men hunted large game (mountain sheep, deer) and trapped smaller mammals. Suitable tool stone (such as basalt) was quarried at various locales around Truckee. The Washoe have a tradition of making long treks across the sierran passes to hunt, trade, and gather acorns.

Into the early 20th century, the Washoe survived by trading goods and services to the dominant Euro-American population and establishing patronage relationships on ranches and resorts (selling baskets, catching fish and game, and working as domestic laborers, wood cutters, ice harvesters, caretakers, and game guides). In exchange, the Washoe arranged for camping privileges on traditional lands with access to what resources remained. Into the 21st century, the Washoe have not been completely displaced from their traditional lands. In 1994 the Washoe Tribal Council developed a Comprehensive Land Use Plan that includes goals of reestablishing a presence within the Tahoe Sierra and re-vitalizing Washoe heritage and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape.

The noteworthy concentration of semi-permanent Washoe settlements reported along the Truckee River between Donner and Martis creeks suggests that this stretch of river was unusually productive. The settlement known as *Datsáshit mál'im detdéyi?* Is located on Donner Creek one-quarter mile downstream from where the State Route 89 crosses the creek. These were the Washoe people who may have encountered the Donner Party, as recounted in Washoe oral tradition and documented by a February 28, 1847, diary entry by Patrick Breen, who wintered at the Donner Lake camps. *Dewbeyulélbeti?* Is a fishing camp at the junction of Donner Creek and the Truckee River. Donner Creek was better fishing than the Truckee River, as it was smaller and could be dammed and diverted to capture stranded fish. *Dat'sa sut ma'lam detde'yi'* describes a Washoe encampment near Gateway and *Péle? Má'lam detdéyi?* Is the name of an old Washoe village at the confluence of Trout Creek and the Truckee River. *K'ubüna[u] detdéyi?* Refers to the settlement on the south side of the river across from Commercial Row and the place where the Town is located is known as *Dawbayóyabuk*, translated as "flowing through a narrow place or passage." In 1902, the Washoe camp was characterized by the sun-sheltered bedrock mills and marked by the sound of ponderous pestles of granite. Early commentators were impressed by unique patterns on Washoe basketry, and by Washoe fishing technology such as fish hooks, fish spears, and seines. Pioneer residents still recall the traditional Washoe camp at the west end of South Street; one Washoe family lived on the street into the 1970s.

Contemporary Native American Setting

Defining tribal cultural resources involves the knowledge and expertise of living California Native Americans. As the embodiment of a continuous connection between tribal history and the landscape, they are uniquely qualified to act

as the interpreters and stewards of their culture, including the ability to define the significance of the material remains and landscapes of their ancestors' lifeways.

Under the Indian Reorganization Act of 1934, the Washoe began to form a tribal government. They called themselves the Washoe Tribe of Nevada and California and adopted a constitution and laws. In 1936, the first tribal council was formed. In 1937, they were issued a corporate charter and recognized as a formally organized tribe. In 1966, the tribal council reorganized to include members from the Carson, Dresslerville, and Woodfords communities, the Reno-Sparks Indian Colony, and off-reservation delegates. In 1990, the council was expanded to 12 members to include two members of the newly added Stewart community. Washoe tribal membership is officially determined by the person's blood quantum. A person must be at least one-quarter Washoe to be identified as a Washoe tribal member. There are approximately 1,550 official tribal members. One-third of tribal members reside off reservation: a large population in their ancestral territory and another population in the San Francisco Bay Area (Washoe 2020).

UAIC is a federally recognized tribe composed of members of the Miwok and Maidu (Nisenan) tribes, both of which are traditionally and culturally affiliated with the project area. UAIC has deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The community represents the continuity and endurance of their ancestors by maintaining a connection to their history and culture..

KNOWN TRIBAL CULTURAL RESOURCES

Prior ethnographic studies indicate that the Washoe are the applicable tribal authorities for lands encompassing the Town of Truckee planning area. Numerous prehistoric sites dating from the last 9,000 years have been inventoried, and some are marked by ethnographic and ethnohistoric Washoe place names. A large historic Washoe settlement was established on the south side of the Truckee River directly across from the heart of the downtown.

On February 23, 2022, the Town sent out notification letters to the following tribes as required by PRC 21080.3.1:

- UAIC
- Washoe Tribe of Nevada and California
- T'si Akim Maidu

UAIC replied on March 15, 2022 and stated that the Tribe typically defers to the Washoe Tribe for projects in Truckee. However, the Washoe Tribe did not respond to the notification; therefore, UAIC provided the following input:

> UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the NAHC. The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center as well as historic resources and survey data.

4.18.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU and Downtown Truckee Plan are a policy documents that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the Town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could affect tribal cultural resources.

The impact analysis considers the known tribal cultural resource environmental setting in the policy area, the potential for previously undocumented resources, and physical effects (i.e., disturbance, material alteration, demolishment) to known and previously undocumented resources that could result from projected development under the project. Because the specific locations of some resources are not mapped, and the exact extent of ground disturbance associated with projected development under Truckee2040 is unknown at this time, it is not possible to assess impacts to specific resources. Accordingly, neither project-specific reviews nor field studies are feasible or necessary for this analysis. Rather, the analysis is informed by the provisions and requirements of federal, state, and local laws and regulations that apply to tribal cultural resources.

PRC Section 21074 defines "tribal cultural resources" as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are listed or determined eligible for listing in the CRHR, listed in a local register of historical resources, or otherwise determined by the lead agency to be a tribal cultural resource. Tribal cultural resources that may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources and unique archaeological resources, which are analyzed in Section 4.5 of this EIR.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant impacts to tribal cultural resources if projected development would result the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- 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, or 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:
  - listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
  - 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.

2040 GENERAL PLAN UPDATE

The following goal and policies from the GPU apply to tribal cultural resources:

Community Character Element

GOAL CC-4: Historic and Cultural Resources. Protect and restore historic, cultural, archaeological, and paleontological resources that enrich a sense of history and respect for our environment.

- Policy CC-4.1: Cultural Resource Preservation. Require discretionary development that includes ground disturbance or alteration of structures over 45 years of age be assessed by a qualified professional for potential historical, archaeological, tribal cultural resources, and paleontological resources or sites by a qualified professional and be designed to avoid impacts to these resources to the maximum extent feasible. Where there is evidence of an archaeological, tribal cultural, or paleontological resource or site in a proposed project area or there is determined to be a high likelihood for the occurrence of such sites, require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe.

- **Policy CC-4.8: Tribal Consultation.** Coordinate with the Washoe Tribe of Nevada and California and other culturally affiliated tribes through Assembly Bill 52 and Senate Bill 18, as applicable, and encourage applicants to contact tribes when preparing development proposals to encourage the preservation of, protection of, monitoring of, and mitigation for impacts to tribal cultural sites.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan are specifically applicable to tribal cultural resources.

ISSUES NOT DISCUSSED FURTHER

All potential tribal cultural resources issues identified in the thresholds above are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.18-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Although consultation with UAIC did not result in the identification of specific tribal cultural resources as defined under PRC Section 5024.1(c), the area is known to be important to both UAIC and the Washoe tribe. It is possible that tribal cultural resources could be identified during analysis of subsequent projects. Nevertheless, avoidance of tribal cultural resources may not be possible in all cases and the possibility remains that excavation activities might not be able to avoid impacting significant tribal cultural resources. Because California Native American Tribes consider any disturbance of a tribal cultural resources to be a substantial adverse change, this would be a **significant and unavoidable** impact.

As part of the 2013/2014 legislative session, AB 52 established a new class of resources under CEQA, tribal cultural resources, and requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete. As detailed above, the Town sent letters to the affected tribes on February 23, 2022, in compliance with AB 52. Consultation with UAIC included UAIC conducting a search of their THRIS database. The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center as well as historic resources and survey data. However, because this is a programmatic document and the exact location of subsequent projects is not known, specific tribal cultural resources as defined under PRC Section 5024.1(c) were not disclosed. UAIC also requested mitigation measures to include tribal monitoring. These are included below.

The Community Character Element includes Policy CC-4.1. This policy would require assessment of discretionary development site where ground disturbance would occur. Where there is evidence of tribal cultural resources or there is determined to be a high likelihood for the occurrence of such sites, Policy CC-4.1 indicates that the Town will require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe. Policy CC-4.8, which encourages the preservation, protection, and mitigation for impacts to tribal cultural sites under AB 52.

Subsequent discretionary projects may be required to prepare site-specific project-level analysis to fulfill CEQA requirements, which may include additional AB 52 consultation that could lead to the identification of tribal cultural resources. Although no resources within the policy area have been identified as meeting any of the PRC Section 5024.1(c) criteria, it is possible that tribal cultural resources could be identified during analysis of subsequent projects. California law recognizes the need to protect tribal cultural resources from inadvertent destruction and the procedures for the treatment of tribal cultural resources are contained in PRC Section 21080.3.2 and Section 21084.3 (a).

Nevertheless, avoidance of tribal cultural resources may not be possible in all cases. The possibility remains that excavation activities might not be able to avoid impacting significant tribal cultural resources. Because California Native American Tribes consider any disturbance of a tribal cultural resources to be a substantial adverse change, this would be a **significant** impact.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce potential for impacts to tribal cultural resources but cannot be assumed to be sufficient to completely avoid the potential for disturbance. There are no additional plan-level measures available that would result in complete avoidance. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects on tribal cultural resources; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains **significant and unavoidable**.

4.19 UTILITIES AND SERVICE SYSTEMS

This section evaluates the availability of existing utility and infrastructure systems (water, wastewater, stormwater, electricity, natural gas, and solid waste) to serve the town with implementation of Truckee2040. Comments were provided in response to the notice of preparation (NOP) regarding infrastructure and utility expansions necessary to accommodate projected growth and the anticipated effects on the groundwater table from water demand associated with projected growth in population and visitation. Additional comments received on the NOP include concerns related to the availability and supply of water and groundwater, the capacity for sewer service to development, zoning compatibility with utilities, and the general effects of new development on existing infrastructure. Effects on water quality, drainage patterns, and groundwater supplies are evaluated in Section 4.10, "Hydrology and Water Quality." Physical environmental impacts associated with expansion of utilities to serve the development that could occur through the planning horizon (2040) are evaluated below.

4.19.1 Regulatory Setting

FEDERAL

Clean Water Act: National Pollutant Discharge Elimination System

The federal Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Those portions of the CWA that relate to wastewater and stormwater discharges are discussed below.

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the US. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 4.10, "Hydrology and Water Quality"). Each NPDES permit identifies limits on allowable concentrations and mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that the U.S. Environmental Protection Agency (EPA) must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called "indirect" point source dischargers are not required to obtain NPDES permits. "Indirect" dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water.

The CWA was amended in 1987 with Section 402(p) requiring NPDES permits for nonpoint source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of the NPDES stormwater regulations is to improve the water quality of stormwater discharged to receiving waters to the "maximum extent practicable" using structural and nonstructural best management practices (BMPs). BMPs can include educational measures (e.g., workshops informing the public of what impacts can result when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage-facility design), public-policy measures (e.g., labeling storm-drain inlets as to impacts of dumping on receiving waters) and structural measures (e.g., filter strips, grass swales, and detention ponds).

Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels, and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator of a regulated Municipal Separate Storm Sewer System (MS4) (such as a city) to

develop, implement, and enforce a program (e.g., BMPs, ordinances, or other regulatory mechanisms) to reduce pollutants in post construction runoff to the city's storm drain system from new development and redevelopment projects that result in the disturbance of land greater than or equal to 1 acre. The Town of Truckee was designated as a regulated MS4 by the Lahontan Regional Water Quality Control Board RWQCB (Lahontan RWQCB) in 2006.

STATE

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, prepare and adopt an urban water management plan. The act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The act also states that the management of urban water demands, and the efficient use of water shall be actively pursued to protect both the people of the state and their water resources.

California Water Code, Water Supply Wells and Groundwater Management

The California Water Code (CWC) is enforced by California Department of Water Resources (DWR). DWR's mission is "to manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments." DWR is responsible for promoting California's general welfare by ensuring beneficial water use and development statewide. The laws regarding groundwater wells are described in CWC Division 1, Article 2 and Articles 4.300 to 4.311; and Division 7, Articles 1-4. Further guidance is provided by bulletins published by DWR, such as bulletins 74-81 and 74-90 related to groundwater well construction and abandonment standards.

Groundwater Management is outlined in the CWC, Division 6, Part 2.75, Chapters 1-5, Sections 10750 through 10755.4. The Groundwater Management Act was first introduced in 1992 as Assembly Bill (AB) 3030 and has since been modified by Senate Bill (SB) 1938 in 2002, AB 359 in 2011, and AB 1739 in 2014. The intent of the Groundwater Management Act is to encourage local agencies to work cooperatively to manage groundwater resources within their jurisdictions and to provide a methodology for developing a Groundwater Management Plan.

Statewide Waste Discharge Requirements for Sanitary Sewer Systems

In 2006, the State Water Resources Control Board adopted the Statewide Waste Discharge Requirements for Sanitary Sewer Systems (SSS WDR). SSS WDR mandates sanitary sewer agencies to enroll in the on-line Sanitary Sewer Overflow (SSO) tracking program and develop a Sewer System Management Plan (SSMP). The SSMP serves as a collection system management tool that documents SSO response, capital funding, operation and maintenance, and capacity planning among other aspects of comprehensive collection system management. The Truckee Sanitary District (TSD) prepared an SSMP in May 2015.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the state legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the county plan. In order of priority, the plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. SB 1016 (2007) amended portions of the California Integrated Waste Management Act. The Act allows the California Integrated Waste Management Board to use per capita disposal as an indicator in evaluating compliance with the requirements of AB 939. Jurisdictions track and report their per capita disposal rates to CalRecycle. Per capita disposal rates for unincorporated Placer County are below the target disposal rates established by AB 939 (CalRecycle 2022.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate 4 cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939 (1989). This law also requires certain businesses to recycle. To comply with this requirement, businesses may separate their recyclables and self-haul them to a recycling facility, recycle on-site, or subscribe to a mixed waste process service that diverts recyclables.

AB 1826 (2014) requires certain business, beginning in 2016, to recycle their organic waste. The law also requires jurisdictions to develop and implement an organics recycling program. To comply with this requirement, businesses may separate their organic waste and self-haul it to an organics recycling facility, recycle on-site, or subscribe to a service that recycles organic waste.

SB 605 (2014) directed the California Air Resources Board (CARB) to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy in coordination with CalRecycle and other state and local agencies to reduce statewide emissions of SLCPs. SB 1383 (2016) directed the CARB to approve and start implementing the SLCP strategy by 2018. Since methane is a SLCP produced from the decomposition of organic waste in landfills, the bill established targets to achieve a statewide 50-percent reduction in the level of the disposal of organic waste from the 2014 level by 2020 and 75-percent reduction in the level of the disposal of organic waste from the 2014 level by 2025. The bill required CalRecycle, in coordination with CARB, to adopt regulations to achieve the organic waste reduction targets. CARB approved a Short-Lived Climate Pollutant Strategy in 2017. CalRecycle is currently developing regulations.

California Building Standards Code (Title 24)

Where a local jurisdiction has not adopted a more stringent construction and demolition (C&D) ordinance, construction activities are required to implement Section 5.408 of the CALGreen Code. Under Section 5.408, construction activities are required to recycle and/or salvage for reuse a minimum of 65 percent of their nonhazardous C&D waste as of January 1, 2017. Applicable projects are required to prepare and implement a Construction Waste Management Plan, which is submitted to the local jurisdiction before issuance of building permits. Applicable projects include all newly constructed residential buildings or structures, existing residential buildings or structures with additions/alterations, all newly constructed nonresidential buildings or structures, existing nonresidential buildings with additions of 1,000 sq. ft. and larger and existing nonresidential alterations when permit valuation or estimated construction cost of alteration is $200,000 and greater.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned telecommunications, electric, natural gas, water, and transportation companies. CPUC also regulates the safety of both publicly and privately-owned railroad and rail transit companies/agencies, and rail crossings. CPUC regulates the planning and approval for the physical construction of electric generation, transmission, or distribution facilities; and the local pipelines of natural gas. In addition, CPUC regulates rates and charges for basic telecommunication services, such as how much one pays for the ability to make and receive calls.

California Code of Regulations, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings in California are regulated by State Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6. The 2019 Building Energy Efficiency Standards, which go into effect on January 1, 2020 improve upon the 2016 standards for new construction of, and additions and alterations to, residential and nonresidential development. Title 24 applies to all new construction of both residential and nonresidential buildings and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. Single-family homes constructed with the 2019 standards will use about 7 percent less energy than those built under the 2016 standards. The 2019 standards also require photovoltaic

systems for new homes. Under the 2016 Standards, residential and nonresidential buildings and homes will use about 53 percent less energy than those constructed under the 2016 standards.

The California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations, also known as CALGreen, establishes mandatory minimum green building standards and includes more stringent optional provisions known as Tier 1 and Tier 2. Cities and counties, at their discretion, may adopt Tier 1 or Tier 2 as mandatory or adopt and enforce other standards that are more stringent than the CALGreen Code. Truckee adopted CALGreen building standards by reference in Chapter 15.01 of the Truckee Municipal Code.

LOCAL

Urban Water Management Plan

The Truckee Water System 2020 Urban Water Management Plan (2020 UWMP) describes water supply sources, historical and projected water use, and a comparison of water supply to projected water demands through the year 2040. The Truckee Donner Public Utility District (TDPUD) Board of Directors adopted the 2020 UWMP on June 2, 2021.

Truckee River Water Quality Monitoring Plan

In 2007, the Lahontan RWQCB required both Placer County and the Town of Truckee to prepare a comprehensive monitoring program for the Truckee River. Placer County and Truckee chose to coordinate efforts to prepare and implement the 2008 Truckee River Water Quality Monitoring Plan (TRWQMP). The TRWQMP provides a framework to conduct performance assessments to evaluate the relative water quality condition of the receiving surface waters. Each jurisdiction is responsible for preparing and implementing Stormwater Management Program (SWMP) documents. The information and data generated can be used by public agencies, regulators, and stakeholders to evaluate the performance and success of the local SWMPs in protecting water quality.

Martis Valley Groundwater Management Plan

TDPUD, Northstar Community Services District, and Placer County Water Agency, prepared the Martis Valley Groundwater Management Plan (Martis Valley GMP) to meet the requirements of Senate Bill 1938. The Martis Valley GMP outlines the partner agencies' authority, physical setting including groundwater conditions, management goals, basin management objectives, and implementation activities. The overall purpose of the Martis Valley GMP is to improve the understanding and management of the groundwater resource in Martis Valley and provide a framework for partner agencies to align policy and implement effective groundwater management programs.

Truckee Municipal Code

Section 6.01.060, Mandatory Commercial Recycling

This section establishes that each commercial generator, regardless of generation size, shall ensure segregation of recyclable materials in a separate container, provide adequate labeled receptacles, and provide adequate instruction to employees, contractors, volunteers, customers, visitors, and other persons on site segregate recyclable materials. Commercial waste generators must subscribe to recycling services or self-haul the recyclables.

Section 6.01.070, Mandatory Commercial Organics Waste Recycling

This section establishes all businesses generating both four cubic yards or more of solid waste per week and one-half of a cubic yard or more of organic waste per week, must subscribe to organic waste recycling services or self-haul organic waste to a facility that accepts such materials for diversion by January 1, 2019. Each commercial organic waste generator shall ensure the segregation of recyclable organic waste in a separate designated container, and provide adequate instruction to employees, contractors, volunteers, customers, and visitors.

Chapter 13.06, Underground Utility Districts

This chapter establishes Underground Utility Districts within the Town of Truckee. Pursuant to Section 13.06.0209(b), the Town Council requires that poles, overhead lines and associated overhead structures used in supplying electric service, communications service or similar associated service located within an Underground Utility District be placed

in underground locations. Underground Utility District 1 contains all the area encompassing Donner Pass Road between Coldstream Road and McIver Crossing Roundabout. No new poles, overhead lines, and associated structures shall be installed within established utility districts.

Section 18.16.090, Special Purpose District Performance Standards

Pursuant to this section of the Municipal Code, all land uses proposed within a Residential Zoning District shall include connections to the sewer system, no-onsite sewer shall be approved. Residential subdivisions creating four or fewer parcels and existing single-family lots may use on-site septic systems with approval of the appropriate review authority and health and environmental agencies. However, the review authority may require connection to sewer infrastructure if the project is located near existing or future sewer lines.

Section 18.30.160, Undergrounding of Utilities

Pursuant to this section of the Truckee Municipal Code, all development in Truckee is required to install all electric, telecommunications, and cable television lines underground from the nearest above-ground utility service. All existing electric, telecommunication and cable television lines within the city limit shall also be installed underground from the nearest above-ground utility service. Residential parcels larger than 3 acres, and existing or proposed major electrical transmission lines are exempt.

Section 18.40.060, Water Efficient Landscape Standards

This section establishes water efficient landscape standards to increase water efficiency of new or rehabilitated development. Residential projects that are not proposing any landscaping are required to sign and submit an exemption form; residential projects with less than 500 square feet of landscaping are required to submit an exemption form and a landscape plan for documentation. Projects with more than 500 square feet but less than 2,500 square feet of landscaping may use the prescriptive approach which requires applicants to identify specifications on landscape plans. Projects with more than 2,500 square feet of landscaping are required to meet performance requirements outlined in Section 18.40.060.

Section 18.58.250, Telecommunications Facilities

This section of the municipal code establishes standards for the development and operation of telecommunications facilities in Truckee including cellular wireless communications and data network facilities, satellite antennas, single-pole/tower amateur radio antennas, and television and radio broadcasting towers.

Section 18.92.100, Public Utilities and Utility Easements

This section requires all subdivisions to install public utilities including electricity, gas, water, sewer, cable, television, and telecommunications. The installation of utilities may be waived by the review authority if the review authority if the authority finds that not installing the utilities as part of the subdivision improvements is in the public interest.

Title 11, Storm Water Ordinance

This title sets forth stormwater quality requirements to regulate the entry of pollutants and non-stormwater discharges into the town stormwater conveyance system in compliance with the NPDES permit. Chapter 11.03, "Adoption of Best Management Practices," establishes BMPs for any activity, construction activity, operation or facility, which may cause or contribute to pollution or contamination of stormwater. Pursuant to Chapter 11.04, "Requirements for Construction Activities," persons requesting a grading or building permit demonstrate compliance with Town of Truckee Development, BMPs, Code, and applicable permits, including, but not limited to: the State Water Board's Construction General Permit; Industrial General Permit; State Water Board 401 Water Quality Certification; U.S. Army Corps 404 Permit; and California Department of Fish and Game 1600 Agreement.

4.19.2 Environmental Setting

WATER SUPPLY

Truckee Donner Public Utility District

TDPUD provides water service to portions of the town and adjacent unincorporated areas of Nevada and Placer counties. As shown in Figure 4.19-1, TDPUD operates two water systems in the Truckee area: the Hirschdale System and the Truckee System. The Hirschdale system serves 24 accounts and the Truckee system serves 12,473 accounts. The two systems are physically separate and not interconnected. There are small, developed areas within Truckee that utilize private wells and are not supplied by TDPUD. Collectively, the TDPUD water system includes 15 active wells, 216 miles of pipeline, and 35 storage tanks (TDPUD 2016).

TDPUD obtains all water supplies from the Martis Valley Groundwater Basin (MVGB). As shown in Figure 4.10-3 in Section 4.10, "Hydrology and Water Quality," MVGB encompasses approximately 57 square miles and lies within the Middle Truckee River Watershed. Groundwater basin recharge occurs during the winter season from snowfall and snowmelt. The MVGB has operated within sustainable yield for at least 25 years, despite several periods of drought (TDPUD 2018:5).

The sustainable yield of the basin is at least 22,000 acre-feet per year (AFY). Current pumping by all users of the MVGB is about 8,300 AFY, which is about 38 percent of the estimated annual recharge and less than 2 percent of the total storage volume of the basin. Therefore, the overall MVGB supply is more than sufficient to supply the needs of all water users, and the basin can withstand a 5-year drought with below average groundwater recharge (TDPUD 2021).

In addition, TDPUD has extracted water supplies from natural springs within Truckee in the past and maintains water facilities at Greenpoint, McGlashen, Southside, and Tonini springs. TDPUD does not currently extract from these sources due to low capacity and the need for water treatment. Currently, TDPUD does not use recycled water and does not anticipate using recycled water in the future (TDPUD 2016).

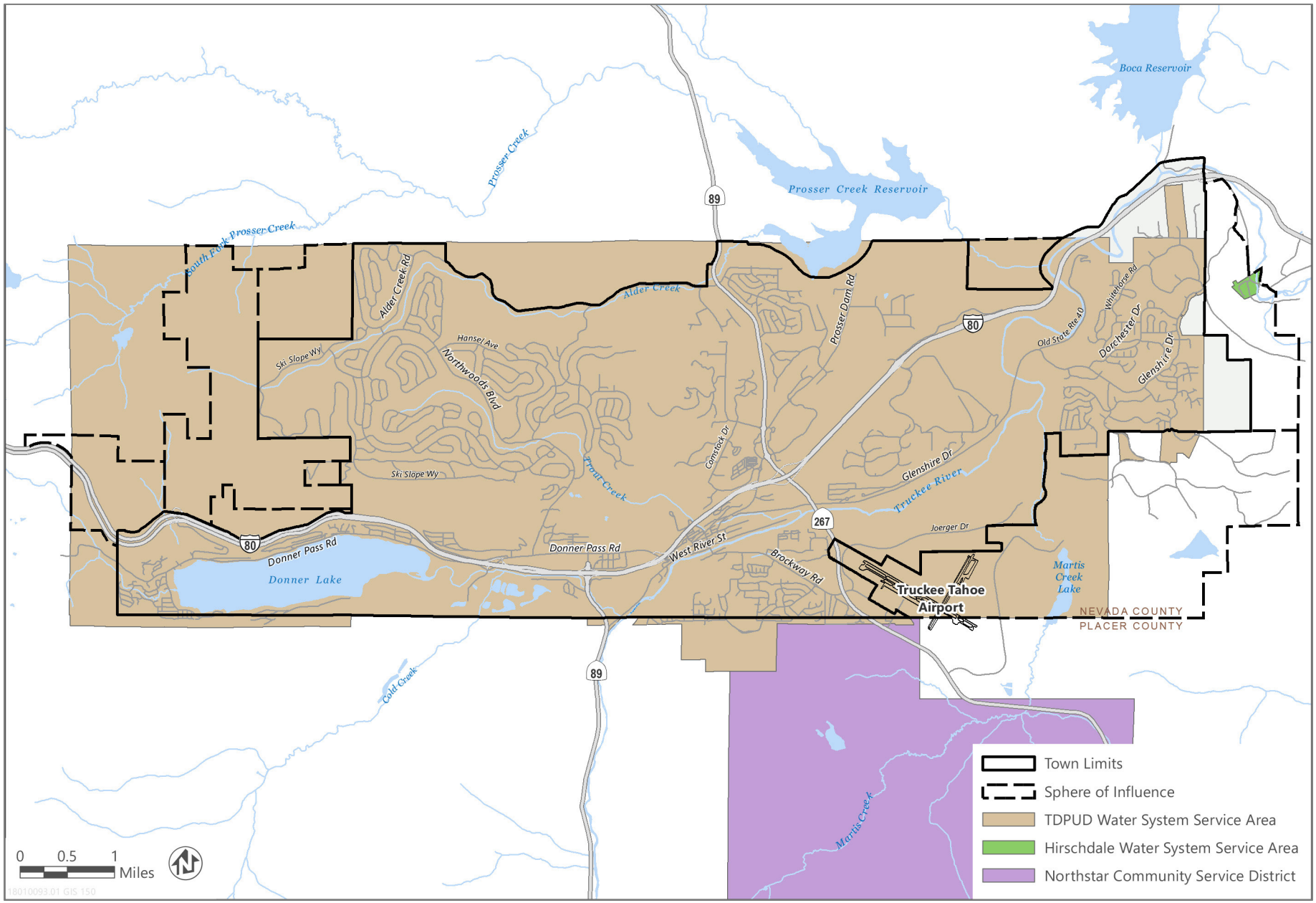
As shown in Figure 4.19-2, TDPUD maintains 12 active wells that extract water from the MVGB and supply potable water to customers. The wells are located throughout the distribution system and have a total production capacity of 14.3 million gallons per day (mgd). Based on the MVGB Annual Report, the groundwater elevations in the monitoring wells have remained above minimum thresholds and measurable objectives (TDPUD 2018:8). All 12 active potable water wells are equipped with liquid chlorine disinfection systems in compliance with State and Federal standards. The additional three wells maintained by TDPUD supply non-potable water to contractors for use during the construction season, and to the Coyote Moon, Gray's Crossing, and Old Greenwood golf courses for irrigation (TDPUD 2016).

Water Distribution System

TDPUD's distribution system consists of 216 miles of pipeline ranging in size from 2 inches to 24 inches in diameter. The oldest piping in the system dates to the 1940s. Most of the distribution pipelines are steel with large portions of ductile iron pipe as well. The Truckee water distribution system includes 32 active storage tanks. The total storage capacity of the active water tanks is 9.4 million gallons (TDPUD 2016).

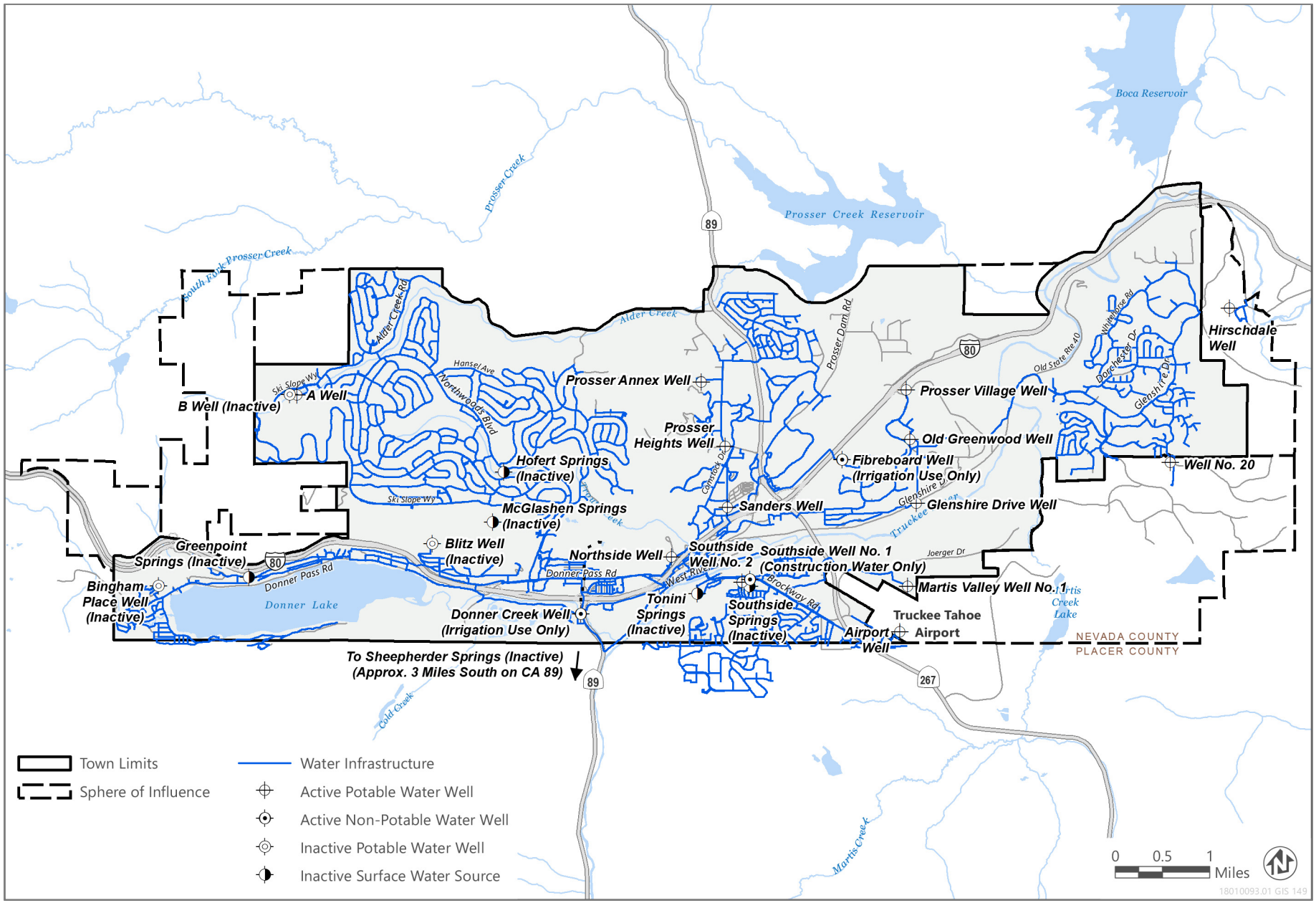
Water Use and Projected Demand

Potable water production for the year 2020 averaged 4.06 mgd (TDPUD 2021). Water demand projections for buildout of the TDPUD service area have been calculated based upon anticipated development of all currently vacant parcels. Currently developed parcels were assumed to continue into the future with no change in land use. A projected buildout demand was then calculated for each vacant parcel based on the anticipated land use and the size of the parcel. This analysis resulted in a buildout average day potable water demand of 7.44 mgd and a buildout maximum day potable water demand of 16.16 mgd (TDPUD 2021).



Source: Data downloaded from Town of Truckee in 2018

Figure 4.19-1 Truckee Donner Public Utility District Service Area



Source: Data downloaded from Town of Truckee in 2018, DWR in 2018

Figure 4.19-2 Truckee Donner Public Utility Infrastructure

Water Conservation Programs

The 2020 UWMP includes an updated Water Shortage Contingency Plan. The most likely cause of a water shortage involves a natural disaster such as a flood, earthquake, or fire that impacts the water system facilities needed to move water from the groundwater wells to the points of service. The TDPUD has implemented a number of water demand management measures. TDPUD intends to continue these efforts and will work to identify and implement additional programs (TDPUD 2021).

System Maintenance

TDPUD utilizes computer model simulation to evaluate adequacy of system pressures, pipeline velocities, water storage volumes, and fire-fighting capabilities (TDPUD 2012). Once system improvement needs are identified they are prioritized for inclusion in the capital improvement plan. TDPUD's capital improvement plan includes approximately $995,814 for fiscal year 2018 (FY 2018) and $1,066,925 for FY 2019 (TDPUD 2017). Notable capital projects include:

- supervisory control and data acquisition replacement project;
- pipeline replacement projects;
- pump station and well maintenance;
- meter installation; and,
- meter maintenance and replacement.

Capital expenditures are funded through rate fees and any remaining costs a paid from reserve funds. TDPUD's water budget proposed a 3 percent rate increase in FY 2018 and FY 2019 (TDPUD 2017).

WASTEWATER

Truckee Sanitary District

TSD provides wastewater collection and conveyance services to Placer and Nevada Counties, including the Town of Truckee. TSD operates and maintains approximately 300 miles of gravity pipelines, 9 miles of pressure pipeline, 10 main lift stations, and 33 smaller lift stations. The service area encompasses 39 square miles and the collection system serves residential and commercial customers, but not heavy industrial customers (TSD 2015). About 13 percent of existing connections are commercial/institutional including the Tahoe Forest Hospital located in the Town of Truckee.

System Capacity

TSD uses the equivalent dwelling unit (EDU) metric to plan for wastewater treatment capacity. Although they do not directly operate a wastewater treatment plant, TSD calculates EDUs for planning purposes. One EDU is defined as the average wastewater discharge from a single-family dwelling. TSD assumes that one EDU is equal to 230 gallons per day (gpd). As of 2017, TSD served 16,838 EDUs, which includes residential customers, commercial customers, and the Northstar Community Services District and equates to 3.8 mgd (16,838 EDUs x 230 gpd = 3,872,740 gpd). All facilities are designed to accommodate 28,933 EDUs, which is sufficient to accommodate the existing demand for wastewater collection services (Nevada LAFCo 2018).

Projected Demand

Projected TSD wastewater service demands, calculated by the Nevada County LAFCo, apply two different growth scenarios: a slow growth scenario and a fast growth scenario. The slow growth scenario relies on the California Department of Finance population projections, and the fast growth scenario relies on the 2025 General Plan population projections (Nevada LAFCo 2018). Table 4.19-1 includes TSD full-time resident growth projections through the year 2040. Under the slow growth scenario, the 2040 full-time resident population is projected to be 19,665 people. Under the fast growth scenario, the 2040 full-time resident population is projected to be 64,709 people.

Table 4.19-1 Truckee Sanitary District Projected Population Growth (Full-Time Residents)

	2020	2025	2030	2035	2040
Slow Growth	17,642	18,099	18,660	19,221	19,665
Fast Growth	24,253	31,176	39,768	50,728	64,709

Source: Nevada LAFCo 2018:3-13.

In 2016, 55.3 percent of the homes in Truckee were classified as vacant because most residences serve as second homes or rental units during the summer and winter seasons. For projection purposes, TSD assumes the visitor population to be roughly proportionate to the full-time population. Therefore, the slow growth scenario anticipates the total 2040 TSD service population to be 39,330 people, including 19,665 full-time residents and 19,665 part-time residents. The fast growth scenario anticipates the total 2040 TSD service population to be 129,418 people, including 64,709 full-time residents and 64,709 part-time residents. Future population growth and associated demand for services could create the need for additional infrastructure. Historically, TSD has added approximately 100 to 200 EDUs per year within its service area. As discussed above, TSDs facilities are designed to accommodate 28,933 EDUs which is sufficient to meet the total service population under the slow growth scenario through the year 2040. With respect to the fast growth scenario, TSD EDU capacity would be adequate to meet projected growth through the year 2025, if no other improvements were made (Nevada LAFCo 2018).

System Maintenance

TSD cleans its gravity sewer mains on a 3-year cycle. Pipes are cleaned by hydrojet via one of two larger combination vactor/jetter vehicles, or a smaller jetter truck where access by the larger vactor is not feasible. Pipes with recurring maintenance issues are defined as potential "hot spots." Hot spot pipes are first cleaned on a 12- month cleaning schedule and moved to a 6-month or 3-month cleaning schedule if issues persist. TSD generates an SSO hot spot list using on one or more of the following criteria: cleaning history, closed-circuit television inspection results, and/or the occurrence of SSOs. If the pipeline in question is rehabilitated, the pipe segment is removed from the hot spot list. The entire hot spot cleaning list is re-evaluated periodically. Overall, TSD infrastructure is currently in good condition and requires approximately $150,000 annually in rehabilitation budget to address ongoing pipeline issues (TSD 2015).

TSD's capital improvement plan includes approximately $905,000 for the fiscal year 2018 (FY 2018). Notable capital expenditures for FY 2018 include sewer improvements associated with the Railyard project, vehicle replacements, computer and network upgrades, and manhole repairs. Anticipated capital improvement projects expected to be completed through the year 2022 include the following (Nevada LAFCo 2018):

- pipeline rehabilitation,
- Donner Creek Bypass System,
- town paving manhole adjustment,
- railyard improvements,
- easement acquisitions, and
- Foxmead/River park lift station upgrade.

Capital expenditures are funded through TSDs Capital Budget in Fund 4, Capital Reserve Fund, and Fund 5, Major Capital Improvements Reserve Fund. The Capital Reserve Fund is restricted to projects that increase the capacity of the sewer system. Revenue sources for this fund come from connection fees and interest earnings. The Major Capital Improvements Reserve Fund is a board designated fund for use on capital improvements. Money for this fund is derived from interest earnings and the transfer of any net revenues from the General Fund (Nevada LAFCo 2018).

Tahoe-Truckee Sanitation Agency

The Tahoe-Truckee Sanitation Agency (T-TSA) provides conveyance, treatment, and sewage disposal services to eastern Placer County and Eastern Nevada County. T-TSA owns, operates, and maintains the Truckee River Interceptor (TRI) and Water Reclamation Plant (WRP). The 19-mile-long TRI runs along the Truckee River corridor and

conveys untreated sewage from five-member districts and one non-member district to the T-TSA WRP for treatment (Nevada LAFCo 2018). Collection of untreated sewage is handled by each respective district.

Service Population

Table 4.19-2 includes wastewater connections and service populations for each district served by T-TSA in 2015. The total 2015 full-time service population was approximately 32,616 people and the part-time population was estimated at 62,811 for a total service population of 95,427 people. As shown in Table 4.19-2, TSD has the most wastewater connections and the highest service population when compared to the other districts served by T-TSA. In 2015, TSD conveyed 394 million gallons of wastewater to the T-TSA regional water reclamation plant for treatment (Nevada LAFCo 2018).

Table 4.19-2 Tahoe-Truckee Sanitation Agency 2015 Service Population

District	Wastewater Connections	Existing Full-time Population	Estimated Existing Part-time Population
Alpine Springs County Water District	653	191	1,546
North Tahoe Public Utility District	5,524	5,486	11,138
Squaw Valley Public Service District	1,073	950	3,500
Tahoe City Public Utility District	7,540	8,524	17,307
Truckee Sanitation District	16,838	17,329	17,320
Northstar Community Services District[1]	1,820	136	12,000
Total	**33,448**	**32,616**	**62,811**

[1] The Northstar Community Services District is a non-member district. Wastewater from this district is treated at T-TSA through an agreement with TSD.

Source: Nevada LAFC0 2018:4-10.

Truckee River Interceptor

The TRI was installed in the 1970s and is considered a relatively new sewage system. When capacity deficiencies or rehabilitation work are identified, the T-TSA prepares design details and documents to meet the specific needs of individual projects. In 2014, the TRI was rehabilitated using cured-in-place pipe to remove corrosion near Alpine Meadows. Most other rehabilitation work involves installing corrosion control features and improving slope stability. Rehabilitation work is typically required after large flood events (T-TSA 2017).

Wastewater Reclamation Plant

The WRP provides tertiary level treatment which consists of influent screening, grit removal, primary sedimentation, pure oxygen activated sludge, biological phosphorus removal, chemical treatment, mixed media filtration, biological nutrient removal, ion exchange ammonia removal, and final chlorination. Organic sludge is digested anaerobically, dewatered and transported to the Lockwood landfill and Bently Farm in Nevada. In 2008, T-TSA expanded the WRP to increase treatment capacity to 9.6 mgd and accommodate between 400 to 800 new connections per year. However, the rate of new connections did not increase as originally anticipated. As a result, T-TSA anticipates treatment capacity of 9.6 mgd is sufficient to serve the participating districts through 2025. In 2017, the daily average treatment plant influent was 3.18 million gallons. The maximum instantaneous flow rate was 5.49 million gallons and the average annual flow volume is 4.0 mgd (Nevada LAFCo 2018).

Private Septic Systems

Prior to installation of the TSD wastewater collection system, residential dwellings within Truckee depended on septic tank/leach systems for household wastewater needs. Septic tanks are waste management systems that require regular maintenance for proper decomposition of waster-matter and sludge. The Town prohibits the installation of new on-site septic systems with the exception of existing single-family lots, and residential subdivisions within residential zoning districts creating four or fewer parcels may use on-site septic systems only with approval of health and environmental agencies (pursuant to Truckee Municipal Code Section 18.08.060.A.a). For new subdivisions of

three or less parcels, the review authority may require connection to sewer if the project is located in close proximity to existing or future sewer lines (pursuant to Truckee Municipal Code Section 18.08.060.A.a).

STORMWATER

Stormwater conveyance within Truckee occurs through a mix of culverts (some within drainage easements along property lines) and roadside ditches that discharge directly into the Truckee River. The Town of Truckee Public Works Department is responsible for maintenance of approximately 100 miles of drainage ditches and 15 miles of culvert, which involves culvert cleaning, brushing of roadside shrubs and trees, and reestablishing drainage ditches on a continuing basis (Truckee Public Works 2018). As shown in Figure 4.19-3, existing stormwater infrastructure includes culverts, manholes, outlets, inlets, detention basins, and stormwater ditches.

The Town has initiated several projects to improve drainage and run-off within the town. The Church Street Extension project will replace an undersized culvert with a new bridge and restore Trout Creek upstream from the project area; estimated completion date is 2023. The Coldstream Culvert Replacement project, which was completed in 2020, replaced an aging box culvert located under Coldstream Road with a new bridge across Donner Creek. The annual Paving and Drainage projects are expected to improve overall drainage at various location throughout the town, and the West River Street project is designed to improve stormwater capture and treatment (Town of Truckee 2018a, 2018b).

ELECTRICITY

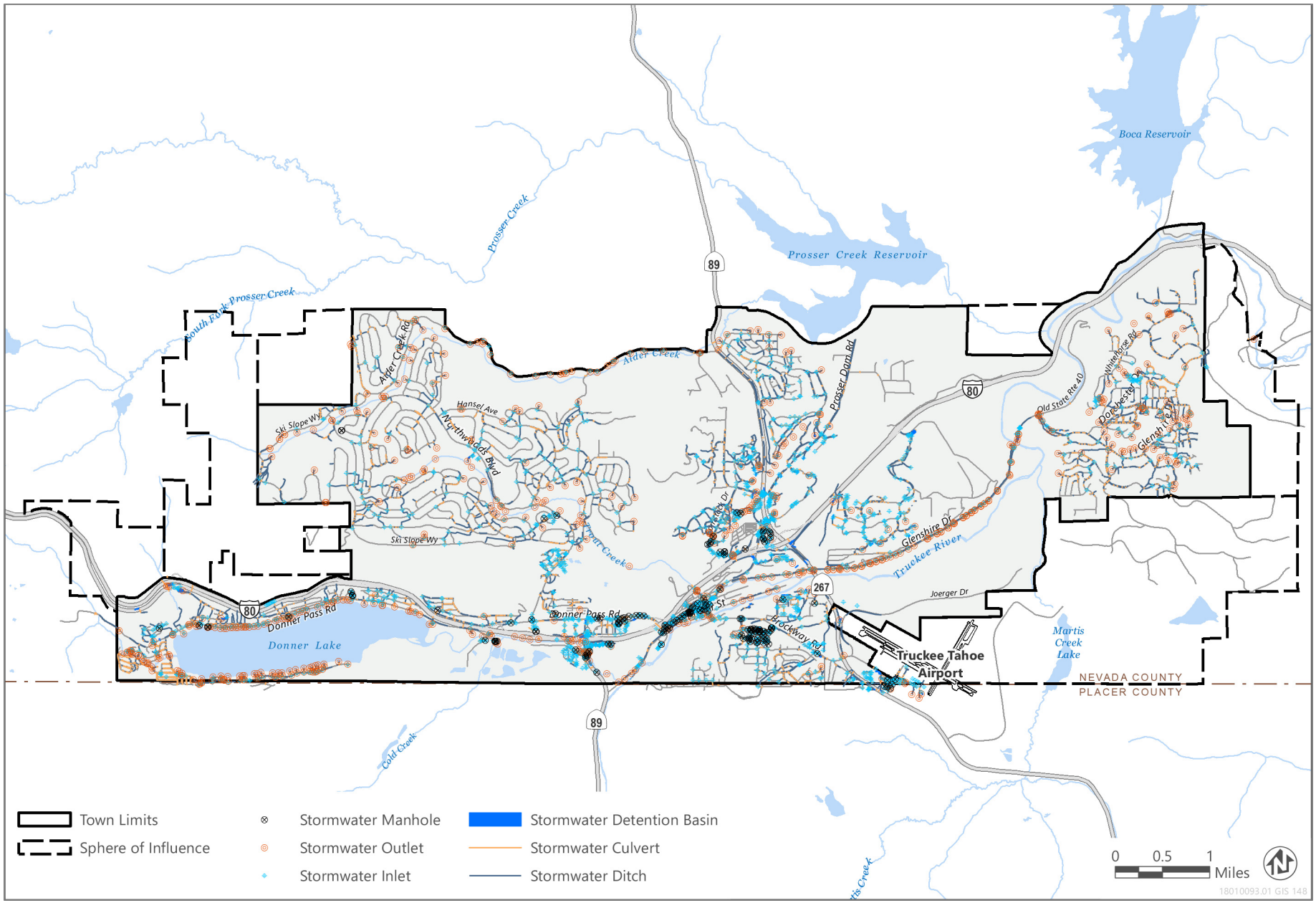
Truckee Donner Public Utility District

TDPUD Electric Department supplies electricity to the greater Truckee area, serving approximately 13,000 residential and commercial electrical customers in the Downtown, Gateway, Tahoe Donner, Donner Lake, Sierra Meadows, Armstrong Tract, Meadow Park, Ponderosa Palisades, Grays Crossing, Old Greenwood, Olympic Heights, the Meadows, Martis Valley, and Glenshire neighborhoods. TDPUD owns and operates approximately 133 miles of overhead and 82 miles of underground electrical distribution circuits. Power is provided through four electrical substations, one metering point, and 15 distribution circuits throughout Truckee. The Tahoe-Donner substation serves the northwest area; the Donner Lake substations serve the area surrounding Donner Lake; the Truckee substation serves the Downtown area, Gateway, and northeast area; and the Martis substation serves the southeast area (Nevada LAFCo 2011).

TDPUD receives its power from Utah Associated Municipal Power Systems, Western Area Power Administration, and Northern California Power Agency. The energy is transmitted to TDPUD through the NV Energy transmission system (Nevada LAFCo 2011). In 2015, the estimated consumer energy consumption was estimated to at 164,729 megawatts per hour (MWh) and the actual consumption of energy was 159,614 MWh which is 7.6 percent less energy than TDPUD allocated for the year (TDPUD 2016).

Liberty Utilities

Liberty Utilities supplies electricity to western portions of the Lake Tahoe Basin, serving 49,000 customers in Placer, El Dorado, Nevada, Sierra, Plumas, Mono, and Alpine Counties. Power to portions of Sierra Meadows and the Glenshire Area of Truckee is supplied by Liberty Utilities. Liberty Utilities procures all its energy supply through a "full requirements" purchase agreement with NV Energy (CPUC 2015).



Source: Data downloaded from Town of Truckee in 2018

Figure 4.19-3 Existing Stormwater Infrastructure

NATURAL GAS

Southwest Gas Corporation (Southwest Gas) supplies natural gas to residential, commercial, and industrial customers in California, Nevada, and Arizona. In 2017, Southwest Gas supplied 194,000 customers in Placer, El Dorado, Nevada, and San Bernardino counties (Southwest Gas 2017). The Town of Truckee is serviced by Southwest Gas (CEC 2018). Total Southwest Gas natural gas supplies for residential customers in California was 512 million cubic feet per day (MMCF/day) in 2019 and forecast supplies in 2035 are 410 MMCF/day (CGEU 2018).

TELECOMMUNICATIONS

Suddenlink provides digital cable television, high-speed Internet, voice services, and home security/automation systems to residential and business customers in Truckee (SuddenLink 2022). Spectrum provides cable services, and Viasat provides Satellite options. DSL internet services within the Truckee area are provided by AT&T and New Edge Networks (HSI 2022.

The Plumas-Sierra Telecommunications (PST) provides broadband services to Lassen, Plumas, Sierra, and Nevada counties in California. PST is a wholly owned subsidiary of Plumas-Sierra Rural Electric Cooperative, which is member-owned and provides electric and internet services north of Truckee. In January 2018, PST entered into agreement with TDPUD to leverage TDPUD's existing fiber optic infrastructure and facilities to expand high-speed internet services in Truckee. PST currently serves commercial districts in Truckee where TDPUD infrastructure and fiber is present. The areas surrounding SR-89 North and I-801 are well covered by PST services as well as business districts (Plumas-Sierra Telecommunications 2018).

SOLID WASTE

No solid waste disposal facilities exist or are proposed in the Town of Truckee. Commercial and residential solid waste is collected and processed by Truckee Tahoe Sierra Disposal (TTSD). TTSD operates the Eastern Regional Landfill MRF and Transfer Station. Tahoe Truckee Sierra Disposal collects household waste and recyclables and transports the refuse to the Eastern Regional Landfill MRF and Transfer Station where items are sorted. Recyclables are bundled and transported to recycling centers. Non-recyclable solid waste is transported to the Lockwood Regional Landfill (NDEP 2009).

The Eastern Regional Landfill MRF and Transfer Station separates and recycles marketable materials such as cardboard, plastics, metals, and glass. In 2017, the Town renegotiated a 10-year solid waste agreement with TTSD. As part of the agreement, residents and commercial businesses are provided recycling and yard waste containers to facilitate with the materials sorting process and minimize contamination. All containers, including, the mixed waste containers, are sorted and processed at the Eastern Regional Landfill MRF and Transfer Station to capture recyclable materials. The transition from bags to waste containers contributes to the Town's sustainability goals and will prevent up to 2.5 million blue bags and 600,000 green bags from going to the landfill over the course of the 10-year contract. The facility is owned by Placer County; therefore, as part of the new materials sorting process, the Town negotiated a memorandum of understanding with Placer County, to ensure that the clean recyclables and clean yard waste materials will be handled separately from the mixed waste processing stream, which will also help yield a higher diversion rate and contribute to the Town's sustainability goals (Town of Truckee 2022a).

The Eastern Regional Landfill MRF and Transfer Station also recycles source-separated wood waste, pine needles, and inert materials. Wood waste is chipped for mulch, woodchips, or biomass fuel, pine needles are used for slope stabilization, and inert materials are crushed for reuse as aggregate or in on-site land remediation (Eastern Regional MRF and Transfer Station 2015). The Eastern Regional Landfill MRF and Transfer Station, located south of Truckee, along State Route 89, is permitted to receive 800 tons of material and 832 vehicles daily (Placer County Department of Public Works 2015). The processing capacity is approximately 40 tons of material per hour, and the daily processing capacity for an 8-hour period is approximately 320 tons per day (Eastern Regional MRF and Transfer Station 2017).

The Lockwood Regional Landfill, located in Nevada, covers 856 acres and has a waste volume of 302 million cubic yards (NDEP 2009). In 2016, the Lockwood Regional Landfill accepted an average of 2,960 tons of solid waste per day. The volume of waste conveyed to the Lockwood Regional Landfill from California communities accounts for 7.5 percent of municipal solid waste. The Lockwood regional Landfill has a remaining capacity of 267 million cubic yards and an estimated closure date of 2150 (State of Nevada 2017).

According to CalRecycle's jurisdiction disposal records the Town of Truckee exported 15,480 tons of solid waste in 2017. In 2016, Truckee's per capita waste disposal rate for residents was 5.4 pounds per day (lbs/day); the per-capita disposal rate target for residents according to CalRecycle is 10.7. The per-capita waste disposal rate for employees in 2015 was 10.1 lbs/day; the CalRecycle per capita disposal rate was 26.1 lbs/day.

Truckee administers a variety of waste reduction and recycling programs to divert the amount of waste transported to the landfill including curbside recycling, commercial recycling, commercial and residential organics recycling, school waste programs, green waste disposal options, and universal waste recycling (Town of Truckee 2022b).

4.19.3 Evaluation of Potential Environmental Impacts

ANALYSIS METHODOLOGY

The GPU is a policy document that would guide development and conservation of land throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. Adoption of the GPU would not result in any changes to existing conditions; however, the policies could allow for or encourage future activities that may result in increased demand for utilities infrastructure, including water, wastewater, storm water, and solid waste facilities. Significant impacts could result from the expansion of existing facilities or development of new facilities to meet increased demand where the construction of these facilities would have effects on the environment. Impacts are evaluated assuming projected development under the GPU.

This section presents a programmatic-level analysis of potential impacts associated with provision of utility service. Evaluation of environmental impacts associated with projected development under the GPU considers the development in accordance with goals, policies, and implementation programs, to accommodate projected growth in the Town. The following compares anticipated development based on the land use diagram and the Town's projected population growth rate (0.9 percent annually) to the utility planning of the special districts that provide utilities in the town to determine whether new or expanded service systems would be required.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant utilities and service systems impacts if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- 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; or
- comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to utilities and service systems. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Land Use Element

GOAL LU-5: Public Services and Infrastructure. Ensure the timely provision of public services and infrastructure that supports anticipated development in suitable locations.

- **Policy LU-5.1: Coordination with Special Districts.** Work with all special districts to ensure coordination of development and provision of services in the town.
- **Policy LU-5.2: Public Facility Planning.** Cooperate with special districts to plan for and identify suitable future sites for needed facilities (e.g., schools, fire stations, solid and liquid waste disposal sites, utilities infrastructure) so that the local population can be safely and efficiently served while minimizing potential environmental impacts.
- **Policy LU-5.3: Adequate Services for Rezoning.** Approve rezoning only when adequate services are available, or when a program to provide services has been approved by the applicable district and the Town of Truckee. Prohibit rezoning of land on well and/or septic to a more intensive zoning unless a program to provide services has been approved by the applicable district and the Town of Truckee.
- **Policy LU-5.4: Provision of Sewer Services.** Require that sewer service be provided for all new residential subdivisions creating more than four parcels and for all new nonresidential uses, including on parcels where a change of use is proposed. Existing legal parcels and new subdivisions of four or fewer parcels in areas currently without sewer may be developed with residential uses using septic systems with the approval of the appropriate health and environmental agencies. Such parcels may be required to establish connections to the sewer system if they are located in close proximity to existing or future sewer lines.
- **Policy LU-5.6: Stormwater Infrastructure and Management.** Require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality; riparian, wetland, and meadow habitats; and properties prone to flooding. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.
- **Policy LU-5.7: Broadband Infrastructure.** Improve broadband infrastructure to increase connections to fiber-optic internet to support the local economy and meet the needs of residents.
- **Action LU-5.A: Sewer Master Plan.** Coordinate with the Tahoe-Truckee Sanitation Agency on implementation of and future updates to the Sewer Master Plan to ensure the needs of all Truckee businesses, residents, and visitors are met.
- **Action LU-5.B: Urban Water Management Plan.** Work with the Truckee Donner Public Utility District on updating the Urban Water Management Plan by 2025 and every five years thereafter.
- **Action LU-5.C: Capital Improvements Program.** Annually update the Town's long-range Capital Improvements Program as needed. The program shall continue to address all Town facilities that are included in the development impact fee program, or are needed to solve existing deficiencies and to accommodate projected growth, and shall include a funding and phasing program for provision of facilities in not less than five-year increments through the end of the updated planning period. Encourage all special districts serving Truckee to do the same.

Conservation and Open Space Element

GOAL COS-7: Water Quality. Protect water quality and quantity in creeks, lakes, natural drainages, and groundwater basins.

- Policy COS-7.7: Analysis of Water Availability. Require will-serve letters for new development proposed on sites served by the Truckee Donner Public Utility District. Require a water availability analysis for new development proposed in areas served by on-site wells.
- Policy COS-7.8: Water Conservation. Encourage Truckee residents, businesses, and public agencies to conserve water and work with the Truckee Donner Public Utility District to implement water conservation programs and incentives.
- Policy COS-7.9: Importance of Stormwater Management. Recognize the importance of stormwater management in protecting all water resources in Truckee, for example, flood control, surface water and groundwater quality, and river, stream, and lake health.
- Action COS-7.A: Monitoring of Water Quality in Truckee River Basin. Continue to work with the Truckee River Watershed Council and the Lahontan Regional Water Quality Control Board to document current condition water quality information and to monitor regulatory compliance regarding water quality in the Truckee River Basin.
- Action COS-7.B: National Pollutant Discharge Elimination Permit and Stormwater Quality Ordinance. Continue to implement the National Pollutant Discharge Elimination (NPDES) permit and the Stormwater Quality Ordinance. Review the Stormwater Quality Ordinance and evaluate its achievements. Make necessary amendments to improve the ordinance and update the Development Code to reflect any amendments to the Stormwater Quality Ordinance.

Safety and Noise Element

GOAL SN-2: Wildfire Hazards. Protect lives and property from risks associated with wildfire.

- Policy SN-2.2: Fire Safety for New Development. Require new development to comply with fire safe regulations; demonstrate adequate ingress and egress for circulation and evacuation; and ensure adequate signing and building numbering, water supply, and building siting, setbacks, and fuel modification. Adequate compliance with these requirements shall be determined by the Fire Marshall. For development located in a very high fire hazard severity zone, CalFIRE review and approval is required to determine consistency with fire safe regulations, including adequate ingress and egress for evacuation.

GOAL SN-3: Flooding. Reduce hazards associated with flooding.

- Policy SN-3.6: Stormwater Drainage Systems. Incorporate stormwater drainage systems in new development projects to effectively control the rate and amount of runoff so as to prevent increases in downstream flooding potential.
- Policy SN-3.7: Revegetation of Wildfire-Burned Areas. Encourage treatment of wildfire-burned areas by the Truckee Fire Protection District to control stormwater runoff prior to winter rains, particularly in areas prone to landslides. Promote planting and rapid regrowth of fire-resistant vegetation cover using best practices as soon as possible to prevent erosion, protect bare soils, and aid in control of stormwater runoff.
- Policy SN-3.8: Climate-Informed Stormwater Management. Continue to require stormwater management plans to be climate-informed to respond to large storm and rain-on-snow events and to promote on-site water retention. Promote nature-based methods and best management practices (e.g., bioswales, natural ground cover) to increase permeable surfaces to reduce runoff.

Climate Action Plan Element

GOAL CAP-7: Energy Efficiency in Existing Development. Increase energy efficiency in existing developments to reduce energy use in the built environment.

- **Policy CAP-7.1: Renewable Energy Sources.** Support utility providers in achieving 100 percent renewable energy by increasing renewable energy sources, including renewable natural gas. Support regional efforts to develop renewable energy sources and supportive funding opportunities.
- **Policy CAP-7.2: Resource Conservation Outreach Programs.** Continue to work with local utility providers to develop outreach programs and materials to educate and influence the resource conservation behavior of residents, businesses, and visitors.
- **Policy CAP-7.3: Energy Efficiency Upgrades at Town Facilities.** Continue to employ energy efficiency upgrades as part of regular municipal maintenance operations and incorporate cost-effective renewable energy options.
- **Policy CAP-7.4: Decarbonization.** Work toward decarbonization of existing buildings while supplementing costs and other burdens for vulnerable populations.
- **Policy CAP-7.5: Building Energy Retrofit Program.** Develop and implement a comprehensive building energy retrofit program to improve energy efficiency and increase electrification in existing buildings.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan specifically applicable to utilities and service systems.

ISSUES NOT DISCUSSED FURTHER

All issues identified in the thresholds of significance are evaluated in detail below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.19-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

New or expanded facilities would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR, and would be subject to GPU policies and actions intended to protect the environment. Impacts would be **less than significant.**

<u>Water</u>

TDPUD projects within the town would be subject to consistency with the GPU. GPU Policies LU-5.1 and LU-5.2 would require the Town to work with all special districts, including TDPUD, to ensure coordination of development and provision of services within the town. Other policies (Policies COS-7.7 and COS-7.8) encourage water purveyors to plan for long-term needs and support the efforts of local water agencies to identify, procure, and plan for long-term projected future water demand.

Specific infrastructure improvements that may be necessary during the planning horizon to accommodate new growth or existing populations would be completed at the discretion of the water service provider. These projects would generally occur in previously disturbed areas, such as road rights of way. Construction of these new facilities could result in environmental effects (i.e., air quality, noise, hydrology and water quality, biological resources, cultural resources). These improvements would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR. Routine infrastructure upgrades required to maintain service would not be expected to result in unique environmental effects beyond those disclosed throughout this EIR.

Wastewater Treatment

T-TSA, which operates the wastewater treatment plant, assumes a 2 percent growth rate across its service area, which extends beyond the Town limits into unincorporated Placer County. The growth anticipated in the GPU is within T-TSA's projected rate of growth. Construction of any new or expanded facilities could result in environmental effects (i.e., air quality, noise, hydrology and water quality, biological resources, cultural resources). These improvements would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR. Further, various policies included in the GPU would result in improved water management throughout the town, which could limit the increase in new wastewater flows through actions that would improve water use efficiency. Therefore, new or relocated wastewater treatment facilities with potential to cause significant environmental effects would not be required due to the project.

Stormwater Drainage

Overall, development though the 2040 planning horizon would incrementally increase the amount of impervious surface area within the town. The potential increase in stormwater runoff from new development could place greater demand on the existing stormwater conveyance infrastructure. The Town requires stormwater drainage evaluations pursuant to the NPDES permit Section E.12.f, which has requirements for hydromodification for projects over 1 acre of impervious area. Plans for utility upgrades, including new culverts and connections, would be subject to review and approval by the Public Works Director. As established in the Town's Public Improvement and Engineering Standards (Section 5, Drainage), drainage studies are required on all commercial projects, subdivisions, parcel maps and where directed by the Town Engineer. Improvements must be protected from inundation, flood hazard, street overflow, ponding of local stormwater, springs, and surface waters. The drainage system must provide for the control of drainage flows to be carried through and also collected within the improved area without injury to the adjacent property. Natural drainage ways and water courses shall be retained and used to convey surface water through the improvement unless otherwise approved by the Town Engineer.

Surface water must be retained within the drainage way in which they collect. It is each property owner's duty to leave the natural flow of surface water undisturbed unless prior written approval for improvement, clearing, or grading has been obtained from the Town Engineer, except as exempted in the Public Improvement and Engineering Standards. It is incumbent upon the owners to avoid injury to adjacent property due to the flow of surface waters. Each improvement shall be designated such that there will be no additional adverse increase in concentrated flow or adverse increase in the rate of flow of water onto downstream properties contribute to the proposed project. Unless an individual project requires the diversion of water to conform to a comprehensive drainage plan, water shall be received and discharged at the location which existed prior to the development. The entity responsible for maintenance of all drainage facilities other than those within the road right-of-way is approved prior to filling of the Final Map.

Therefore, it is anticipated that as projected development under the GPU occurs, stormwater infrastructure would be upgraded on a project-specific basis in accordance with the Town's requirements. These projects would be required to comply with the GPU policies as they relate to stormwater infrastructure, as well as state requirements for stormwater management. As discussed in Section 4.10, "Hydrology and Water Quality," the Town's NPDES MS4 permit requires a stormwater management program which complies with federal and state regulation to eliminate or control the discharge of pollutants associated with urban runoff from the Town's stormwater drainage system. In addition, the GPU includes policies that promote the extension of stormwater infrastructure into existing communities (Policies SN-3.6, SN-3.7, and SN-3.8).

Where this infrastructure expansion occurs, it would generally entail disturbance in conjunction with existing or developing areas of the community and would result in potential environmental effects typical of ground-disturbing activities, as evaluated programmatically throughout this EIR. In addition, Policy LU-5.6 would require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality, riparian, wetland, meadow habitats, and properties prone to flooding. When infrastructure is replaced or retrofitted, the upgrading of stormwater management systems would also be required to minimize or eliminate these impacts. In addition, through Action COS-7.B the Town would continue to implement and update the NPDES Permit and Stormwater Quality Ordinance.

The MS4 permit includes standards to maintain storm drain systems, as well as provisions to replicate natural drainage patterns for all development projects. Adherence to, and continued implementation of, the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements would minimize impacts on stormwater infrastructure and limit the potential for expanded infrastructure to result in environmental effects.

Electric Power, Natural Gas, and Telecommunications

As discussed throughout the GPU, new construction would incorporate numerous energy efficiency measures and design features to enhance efficiency in all aspects of a building's life cycle. These designs would increase the structure's energy efficiency and overall sustainability. New construction would also exceed Title 24 energy requirements by 15 percent, consistent with the Voluntary Green Building Program. These measures would help to reduce project-related energy demand and resultant impacts on the existing distribution systems. For example, in the Climate Action Plan Element, GOAL CAP-7 would improve the energy efficiency of existing buildings within the Town, thus reducing electricity and natural gas consumption used to heat and cool existing buildings. Policy CAP-7.1 supports utility providers in achieving 100 percent renewable energy by increasing renewable energy sources, including renewable natural gas, as well as the regional efforts to develop renewable energy sources and supportive funding opportunities. Policy CAP-7.2 notes that the Town will continue to work with local utility providers to develop outreach programs and materials to educate and influence resource conservation behavior of residents, businesses, and visitors. Policy CAP-7.4 would reduce energy demand through decarbonization of existing buildings while supplementing costs and other burdens for vulnerable populations. The GPU also includes several other policies that that are designed to further reduce energy conservation and promote appropriate energy service, including Policy COS-13.3, which supports encouraging energy conservation, waste reduction, and environmental sustainability in all Town activities; Policy COS-13.5, which would also encourage passive heating and cooling opportunities to degrease the demand for electric power and natural gas; and Policies LU-5.1 and LU-5.2, which would require the Town to work with all special districts to ensure coordination of development and provision of services within the Town.

All improvements, undergrounding, and necessary relocations related to utility services would be completed in accordance with Town and provider standards, including the applicable provisions of the Development Code, and in accordance with regulations promulgated by the California Energy Commission. The utility providers base demand projections on the growth anticipated in regional planning documents, such as the GPU, and regularly update planning based on new and revised projections. Infrastructure upgrades would be accomplished through the required design review and approval of electricity, natural gas, and telecommunication plans through the Town and the appropriate regulatory agencies and utility providers.

Where utility extensions are required to serve new development within the town, all electric, telecommunications, and cable television lines must be installed underground from the nearest above-ground utility service pursuant to the Truckee Municipal Code. Undergrounding activities would be generally limited to the setback area along roadways and property lines and would be consistent with the development anticipated with buildout of the GPU. Potential wildfire risk associated with installation and maintenance of infrastructure is evaluated in Impact 4.20-3 in Section 4.20, "Wildfire."

As described above, new or expanded natural gas, electrical, and telecommunications facilities may be required to serve development through the GPU horizon. GPU policies that encourage energy efficiency would limit electricity use may reduce the need for new infrastructure, but cannot be assumed to result in substantial net reductions in electric demand. Subsequent construction by private entities or local districts would be required to demonstrate compliance with the GPU and regulations that would reduce the potential for environmental effects. The environmental effects of utility extensions within the town limits would be consistent with the potential for construction and ground disturbance evaluated throughout this EIR.

Conclusion

New or expanded utility facilities may be required as the project develops in response to projected population growth. These construction or relocation projects would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR, and would be subject to GPU policies and actions intended to protect the environment. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.19-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry and Multiple Dry Years

Projected development under the GPU would result in an increase in water demand. The UWMP demonstrates ample supply during normal, dry, and multiple dry years; includes identification of infrastructure upgrades; and would continue to be updated every 5 years to address realized growth and demand. Overall, the development pattern encouraged by the GPU would preserve and enhance the Truckee River corridor and Donner Lake, while promoting improved watershed health and yield through regulated development and land uses. In addition, GPU policies would require the Town to work with TDPUD to ensure coordination of development and provision of services within the town, as well as policies that encourage water purveyors to plan for long-term needs and support the efforts of local water agencies to identify, procure, and plan for long-term projected future water demand. Implementation of Truckee2040 is not anticipated to result in insufficient water supply or environmental effects due to the construction of new or expanded water infrastructure. Impacts would be **less than significant**.

Projected development under the GPU would increase demand for water. Potable water would be supplied by TDPUD, which plans for water demand through preparation of a UWMP. The UWMP is updated on a 5-year cycle; the most recent iteration was adopted in June of 2021. TDPUD uses the MVGB as its sole source of water supply. At buildout conditions, water usage from the MVGB by TDPUD and other users is projected to be below the sustainable yield of the MVGB. In addition, there is sufficient storage volume available in the MVGB to manage a 5-year drought (TDPUD 2021).

The TDPUD water projections are based on the existing land use diagram and draft growth projections for the GPU. The TDPUD UWMP is based on a projected population growth at about 0.6 percent per year, with a permanent population of 18,494 in the year 2040 and 28,300 residents at buildout of the town (TDPUD 2021). In contrast, the GPU assumes a 0.9 percent rate of growth through the 2040 planning horizon, reaching approximately 20,100 residents in 2040. Buildout of the GPU would result in 23,200 residents. Therefore, the 2020 UWMP estimated a slightly lower population in 2040 than the GPU but a higher population at buildout.

Buildout potable water demand for the Truckee System is estimated in the UWMP to be 2,716 million gallons per year. An additional 240 million gallons per year of non-potable water demand is also expected. When other users of the MVGB are considered, total withdrawals at buildout conditions are estimated to be 4,344 million (TDPUD 2021).

There are 484,000 acre-feet (157,701 million gallons) of water in storage in the MVGB. The 2020 UWMP assumes that a minimum of 22,000 AFY (7,168 million gallons) of water is available to support development in Truckee and the surrounding areas. The projected total demand of 4,344 million gallons a is equal to about 3 percent of the capacity of the MVGB and 60 percent of calculated annual supply. Based upon the projected growth, the 2020 UWMP anticipates that one new water supply well will be needed between 2035 and 2040, with four more wells required through 2100 (TDPUD 2021). As disclosed above, a higher growth rate is now assumed, and it is possible that this well would be needed sooner.

Therefore, although it assumed a lower rate of population growth through 2040, because the UWMP was based on buildout assumptions of greater population growth overall than the GPU; demonstrates ample supply during normal, dry, and multiple dry years; includes identification of infrastructure upgrades; and would continue to be updated every 5 years to address realized growth and demand, implementation of Truckee2040 is not anticipated to result in insufficient water supply or environmental effects due to the construction of new or expanded water infrastructure.

Overall, the development pattern encouraged by the GPU would preserve and enhance the Truckee River corridor and Donner Lake, while promoting improved watershed health and yield through regulated development and land uses. Specific infrastructure improvements that may be necessary during the planning horizon to accommodate new growth or existing populations would be completed at the discretion of the water service provider. These projects would generally occur in previously disturbed areas, such as road rights of way. Construction of these new facilities

could result in environmental effects (i.e., air quality, noise, hydrology and water quality, biological resources, cultural resources). These improvements would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR. TDPUD projects within the town would be subject to consistency with the GPU, as mitigated in this EIR.

GPU Policies LU-5.1 and LU-5.2 would require the Town to work with all special districts, including TDPUD, to ensure coordination of development and provision of services within the town. Other policies (Policies COS-7.7 and COS-7.8) encourage water purveyors to plan for long-term needs and support the efforts of local water agencies to identify, procure, and plan for long-term projected future water demand. Additionally, Actions COS-7.A and COS-7.B would work to enforce and supporting TDPUD's conservation efforts related to water quality and recharge in all new development within the town. Furthermore, State law requires demonstration of adequate long-term water supply for large development as defined by SB 610 (i.e., more than 500 dwelling units or nonresidential equivalent) through preparation of a WSA that discusses whether the system's total projected water supplies (available during normal, single-dry, and multiple-dry water years during a 20-year projection) would meet the project's water demand in addition to the system's existing and planned future uses. With compliance with existing and future local and State laws and regulations and implementation of the proposed GPU policies, the town would have sufficient water supplies available to support anticipated growth and expanded water infrastructure would not be anticipated to result in significant environmental effects. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.19-3: Result in a Determination by the Wastewater Treatment Provider, which Serves or May Serve the Project That it has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

Projected development under the GPU would result in an overall increase in the amount of wastewater generated in the town. While the population growth could result in greater wastewater generation, the WRP has available capacity to serve projected buildout demands. Existing wastewater treatment plants would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce wastewater generation. Therefore, impacts would be **less than significant**.

The projected TSD wastewater service demands, calculated by the Nevada County LAFCo, apply two different growth scenarios for the 2040 full-time resident: a slow growth scenario and a fast growth scenario. The slow growth scenario anticipates the total 2040 TSD service population to be 39,330 people, including 19,665 full-time residents and 19,665 part-time residents. The fast growth scenario anticipates the total 2040 TSD service population to be 129,418 people, including 64,709 full-time residents and 64,709 part-time residents. The GPU assumes a service population of approximately 46,000, including 20,100 residents in 2040. This is slightly higher than the slow-growth scenario used in the TSD planning, and well within the high growth projections.

TSD uses the EDU metric to plan for wastewater treatment capacity. TSD assumes that one EDU generates 230 gpd of wastewater. All facilities are designed to accommodate 28,933 EDUs, which is sufficient to accommodate the existing demand for wastewater collection services (Nevada LAFCo 2018). At buildout, the GPU would accommodate approximately 19,300 residential dwelling units, which would generate an estimated 4.4 mgd of wastewater daily. Total demand, in terms of EDUs, would depend on the other uses developed in the service area. These uses other uses have historically represented 13 percent of total demand. This would result in the equivalent of approximately 21,809 EDUs of demand from within the Town of Truckee. T-TSA, which operates the wastewater treatment plant, assumes a 2 percent growth rate across its service area, which extends beyond the Town limits into unincorporated Placer County. The growth anticipated in the GPU is within the projected rate of growth.

Therefore, the development projected under the GPU would be generally consistent with the growth anticipated in the planning documents for the local wastewater collection and treatment service providers. These providers maintain capital improvement plans that identify anticipated upgrades to their respective systems. These include

pipeline rehabilitations, manhole adjustments, easement acquisitions and minor utility extensions, as well as larger conveyance upgrades. These projects would generally occur in previously disturbed areas, such as road rights of way. Construction of these new facilities could result in environmental effects (i.e., air quality, noise, hydrology and water quality, biological resources, cultural resources). These improvements would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR. TSD and T-TSA projects within the town would be subject to consistency with the GPU, as mitigated in this EIR.

Various policies included in the GPU would result in improved water management throughout the town, which could limit the increase in new wastewater flows. This would be primarily achieved through actions that would improve water use efficiency. Policies LU-5.1 and LU-5.2 would require the Town to work with all special districts, including TSD, to ensure coordination of development and provision of services within the Town. As a result of the sewerage requirements in the GPU, future development in the Town of Truckee directly affects TSD demand and the provision of sewer services could be a limiting factor for development.

Therefore, it is assumed that TSD and T-TSA would be able to adequately serve buildout of the project. Impacts would be **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 4.19-4: 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

Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce solid waste. Therefore, impacts would be **less than significant**.

Commercial and residential solid waste is collected and processed by TTSD, which operates Eastern Regional Landfill MRF and Transfer Station. Within the 2040 planning horizon, the population is projected to continue to grow from 16,400 to 20,100 residents, for an increase of 3,700 residents from the 2018 population. This projected population would generate an estimated additional 9.1 tons of solid waste for disposal at landfills daily, assuming the Town's per capita waste disposal rate for residents was 5.4 lbs/day (CalRecycle 2018).

TTSD operates in a manner consistent with applicable federal and state regulations in order to sustainably dispose of solid waste. Tahoe Truckee Disposal collects household waste and recyclables and transports the refuse to the Eastern Regional Landfill MRF and Transfer Station where items are sorted. Recyclables are bundled and transported to recycling centers. Non-recyclable solid waste is transported to the Lockwood Regional Landfill. Commercial and residential food scraps are collected by TTSD and transported to Full Circle compost facility. Truckee administers a variety of waste reduction and recycling programs to divert the amount of waste transported to the landfill including curbside recycling, commercial recycling, commercial and residential organics recycling, school waste programs, green waste disposal options, and universal waste recycling (Town of Truckee Solid Waste 2018). Additionally, residents and commercial businesses are provided recycling and yard waste containers to facilitate with the materials sorting process and minimize contamination. The Town also provides multiple cardboard-only and residential food waste recycling bins in the community.

Currently, the Eastern Regional Landfill MRF and Transfer Station is permitted to receive 800 tons of material and 832 vehicles daily. The processing capacity is approximately 40 tons of material per hour, and the daily processing capacity for an 8-hour period is approximately 320 tons per day. The Eastern Regional Landfill has a remaining capacity of 320 tons per day. Assuming that projected development under the GPU contributes an additional 9 tons per day to the Eastern Regional Landfill, and existing development contributes 40 tons per day, the landfill would still have a remaining capacity of approximately 270 tons per day (CalRecycle 2018). In 2016, the Lockwood Regional Landfill accepted an average of 2,960 tons of solid waste per day and accounts for 7.5 percent of municipal solid waste from California communities. The landfill has a remaining capacity of 267 million cubic yards. Assuming that

projected development under the GPU contributes an additional 9 tons per day, Lockwood Regional Landfill would maintain an estimated closure date of 2150.

Policies LU-5.1 and LU-5.2 would require the Town to work with all special districts, including TTSD, to ensure coordination of development and provision of services within the town. Because applicable landfills have capacity to accommodate solid waste generated under the GPU, impacts related to solid waste would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.19-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce solid waste. Therefore, impacts would be **less than significant**.

TTSD operates in a manner consistent with applicable federal and state regulations in order to sustainably dispose of solid waste. As described above, recyclables are bundled and transported to recycling centers. Non-recyclable solid waste is transported to the Lockwood Regional Landfill. Commercial and residential food scraps are collected by TTSD and transported to Full Circle compost facility. Truckee administers a variety of waste reduction and recycling programs to divert the amount of waste transported to the landfill including curbside recycling, commercial recycling, commercial and residential organics recycling, school waste programs, green waste disposal options, and universal waste recycling (Town of Truckee Solid Waste 2018). Additionally, residents and commercial businesses are provided recycling and yard waste containers to facilitate with the materials sorting process and minimize contamination. The Town also provides multiple cardboard-only and residential food waste recycling bins in the community.

Existing laws and regulations specify mandatory and prescriptive actions about how to fulfill the regulatory requirements related to solid waste. There is no aspect of the project that would impair TTSD's ability to comply with these regulations. Impacts related compliance with solid waste regulations would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

4.20 WILDFIRE

This section identifies the regulatory context and policies relation to wildfire, describes the existing wildfire conditions within the project area, and evaluates the potential impacts of Truckee2040 related to wildfire. Emergency evacuation is also addressed in Section 4.9, "Hazards and Hazardous Materials."

Comments submitted in response to the notice of preparation for this EIR expressed concerns regarding the effects of development within and adjacent to high fire hazard severity zones.

4.20.1 Regulatory Setting

FEDERAL

Federal Land Assistance, Management, and Enhancement Act

In 2009, Congress passed the Federal Land Assistance, Management, and Enhancement (FLAME) Act as the basis for the U.S. Department of Agriculture (USDA) and the U.S. Department of the Interior (DOI) to develop a national cohesive wildland fire management strategy. In response to the FLAME Act, USDA and DOI published the National Cohesive Wildland Fire Management Strategy, which includes the National Strategy and the National Action Plan, both completed in April 2014. Together, these documents address elements requested by Congress after the passage of the FLAME Act and represent an approach to wildland fire management based on the goal of achieving safer, more efficient, cost-effective public and resource protection goals and more resilient landscapes.

Healthy Forest Restoration Act

The Healthy Forest Restoration Act (HFRA), enacted by the U.S. Congress on January 7, 2003, established a protocol for the creation of a type of document that articulated a wildfire safety plan for communities at risk from wildland fires known as a Community Wildfire Protection Plan (CWPP). The Truckee Fire Protection District (TFPD) has prepared a CWPP for the areas within its local responsibility (see further description of the CWPP below under "Local").

STATE

Strategic Fire Plan for California

Sections 4114 and 4130 of the Public Resources Code (PRC) authorize the California Board of Forestry and Fire Protection (Board) to establish a fire plan that, among other things, establishes the levels of statewide fire protection services for State Responsibility Area (SRA) lands. These levels of service recognize other fire protection resources at the federal and local levels that collectively provide a regional and statewide emergency response capability. In addition, California's integrated mutual aid fire protection system provides fire protection services through automatic and mutual aid agreements for fire incidents across all ownerships. In 2019, the Board adopted the latest *Strategic Fire Plan for California*. This statewide fire plan was developed collaboratively by the Board and the California Department of Forestry and Fire Protection (CAL FIRE), in consultation with a group of outside experts to complete a needs assessment and to form the Fire Plan Steering Committee. This committee worked for more than a year preparing the 2019 Strategic Fire Plan. The Strategic Fire Plan seeks to protect lives, residential property, and natural resources. It is the basis for assessing California's complex and dynamic natural and built environment and identifying a variety of actions to minimize the negative effects of wildland fire. Implementation of the *Strategic Fire Plan for California* is intended to occur at all levels of CAL FIRE, as well as through partnerships with local, State, and federal agencies; private organizations (e.g., fire safe councils, homeowners' associations, industry); and citizens.

Senate Bill 1704 (Vegetation Management Program)

Senate Bill (SB) 1704 establishes the basic processes and procedures consistent with the need to manage chaparral-covered and associated lands within California. The Vegetation Management Program allows private landowners to

enter into a contract with CAL FIRE to use prescribed fire to accomplish a combination of fire protection and resource management goals. The main goals of the program are the reduction of conflagration fires, the optimization of soil and water productivity, and the protection and improvement of intrinsic floral and faunal values.

Senate Bill 1260 (Fire Prevention and Protection: Prescribed Burns)

SB 1260, passed in 2018, creates several changes to local wildfire planning, prescribed fire requirements, and fire mitigation strategies for local governments. The bill is intended to create a more collaborative process for forestry management between federal, State, and local agencies, as well as opportunities for public and private land managers to mitigate wildfire risk. The following updates to existing law in the bill are most pertinent to Truckee.

- Requires a local agency to transmit a copy of its adopted ordinance designating Very High Fire Hazard Severity Zones (FHSZs) to the Board.
- Requires a city or county that contains either an SRA or Very High FHSZ to notify the Board if it takes action to adopt or amend the safety element of its general plan.
- Requires the local agency, upon approval of a tentative map or a parcel map for an area located in either the SRA or Very High FHSZ, to transmit a copy of the minimum fire safety standards findings required and accompanying maps to the Board.
- Authorizes a person with a CAL FIRE burn permit to use fire to abate a fire hazard.
- Requires CAL FIRE to establish a grant program, upon appropriation by the legislature, which may include a cost-share program with local governments.
- Requires CAL FIRE to cooperate with private and public landowners in prescribed fire activities, including, but not limited to, site preparation and other preburn planning and activities.
- Requires, to the extent feasible and only in portions of the state, the Board's vegetation treatment program programmatic environmental impact report, when certified, to serve as the programmatic environmental document for prescribed fires initiated by CAL FIRE or by persons conducting prescribed fires with a CAL FIRE burn permit.

Public Resources Code Section 4291/Government Code Section 51182

PRC Section 4291 and Government Code Section 51182 require property owners in mountainous areas, forest-covered lands, or any land that is covered with flammable material to create a minimum 100-foot defensible space (or to the property line) around their homes and other structures. To meet this defensible space requirement, property owners or those who control property must establish a 30-foot clean zone and a 70-foot reduced fuel zone.

California Building Code

The California Building Standards Law states that every local agency enforcing building regulations must adopt the provisions of the California Building Code (CBC) within 180 days of its publication; however, each jurisdiction can require more stringent regulations issued as amendments to the CBC. The publication date of the CBC is known as Title 24 of the California Code of Regulations. The CBC is modeled after the International Building Code. Building codes provide minimum requirements to prevent major structural failure and loss of life related to floods, fires, and earthquakes.

Chapter 7A of the California Building Code, establishes minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within SRAs or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. This applies to new buildings located in any Fire Hazard Severity Zone within SRAs.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of the CBC, which is set forth in CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for

hazardous materials at fixed facilities. The CFC and the CBC use a hazard classification system to determine necessary protective measures. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

CCR Title 24, Part 2, Section 701A.3.2 (New Buildings Located in Any Fire Hazard Severity Zone) requires that new buildings located in any Fire Hazard Severity Zone within SRAs, any local agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface (WUI) Fire Area designated by the enforcing agency for which an application for a building permit is submitted, shall comply with all the requirements of Chapter 7A. These requirements include the following:

- roofing design to be fire resistant and constructed to prevent the intrusion of flames and embers (Section 704A.1);
- attic ventilation designed to be resistant to the intrusion of flames and embers into the attic area of the structure (Section 704A.2);
- exterior walls design (including vents, window, and door) with noncombustible or ignition-resistant material and resist the intrusion of flame and ember (Section 704A.3);
- decking be designed with ignition-resistant material (Section 704A.4); and
- ancillary buildings and structures comply with the above provisions (Section 704A.5).

California Public Utilities Commission

General Order (GO) 95 of the California Public Utilities Commission (CPUC) regulates all aspects of design, construction, and operation and maintenance of overhead electrical power lines and fire safety hazards for utilities subject to its jurisdiction. GO 165 imposes inspection requirements for transmission and distribution lines and GO 166 requires emergency response procedures to respond to electric system failures, major outages, or hazards posed by damage to electric utility facilities. Rule 11 enables electric utilities to suspend customer service when minimum vegetation clearance requirements are not met. On February 5, 2014, the CPUC adopted its Decision Adopting Regulations to Reduce the Fire Hazards Associated with Overhead Electric Utility Facilities and Aerial Communications Facilities (Decision 14-02-015). In addition to updating various GO 95 requirements and ordering further study, the decision called for creation by the CPUC of a High Fire-Threat District (HFTD) map identifying zones of high hazard, elevated risk and extreme risk for destructive utility-associated wildfires. On December 21, 2017, the CPUC issued its Decision Adopting Regulations to Enhance Fire Safety in the High Fire Threat District, adding statewide HFTD map requirements to GO 95 and enhancing GO 95's fire safety regulations within HFTD areas (Decision 17-12-024).

LOCAL

Nevada County Local Hazard Mitigation Plan

In August 2017, Nevada County adopted the most recent update to the Nevada County Local Hazards Mitigation Plan (NCLHMP) to help reduce or eliminate long-term risk to people and property from hazards. The NCLHMP includes a risk assessment that identifies and profiles hazards that pose a risk to the County and participating jurisdictions, assesses the vulnerability of the planning area to these hazards, and examines the existing capabilities to mitigate them. As stated in the plan, Nevada County is vulnerable to several hazards, including floods, earthquakes, drought, liquefaction, landslides, wildfires, climate change, and other severe weather events. The NCLHMP also states that ongoing and aggressive wildfire mitigation activities in the county continue to effectively mitigate and prevent out-of-control, damaging wildfires despite an increase in wildfire risk and vulnerability.

The NCLHMP includes an Annex that details the hazard mitigation planning elements specific to the Town of Truckee, which was adopted by the Truckee Town Council on June 25, 2018 (Town of Truckee 2018a). The Annex identifies wildfire risk hazards in the town, populations and facilities at risk from wildfires, the history of wildfires in the town, and probability of future occurrence. The NCLHMP also includes a set of strategies to reduce the severity and intensity of fires in Nevada County. Listed below are the strategies in the NCLHMP specific to wildfires:

GOAL 4: Reduce fire severity and intensity in Nevada County

- Objective 4.1: Reduce the wildfire risk and vulnerability in Nevada County.
- Objective 4.2: Reduce life safety issues, property loss, and damages associated with wildfires.
- Objective 4.3: Develop a fuels management implementation strategy focusing on fuels reduction, education, and assistance.
- Objective 4.4: Promote implementation of fuels management activities by all landowners on both public and private lands.

Truckee Fire Protection District Community Wildfire Protection Plan

In 2016, the TFPD adopted the TFPD CWPP. The CWPP, which is required to be consistent with and tiered from the HFRA (as described above), must identify fuel-reduction projects to receive priority for funding requests from the California Fire Safe Council Clearinghouse and attain Federal agency consideration on recommendations identified in CWPPs (HFRA Section 103[b]) and implement those projects on Federal lands (HFRA Section 102[a]). The CWPP is also consistent with and tiered from the FLAME Act and includes a Cohesive Wildland Fire Management Strategy that provides comprehensive strategy for reducing wildfire risk and prepare communities for wildfire hazard events. The CWPP provides a comprehensive, scientifically based assessment of the wildfire hazards and risks within the TFPD and provides a set of strategies to reduce wildfire risk in the district. The CWPP includes a list of planned fuel treatment projects located in and surrounding the town to reduce wildfire risk in the WUI. These fuel management projects include collaboration with a variety of organizations, including the Tahoe Donner Homeowners Association, the Truckee Donner Land Trust, the Truckee Tahoe Airport District, and California Department of Parks and Recreation, which are the landowners for these projects (TFPD 2016). Below is a brief discussion of two key concepts addressed in the CWPP:

- Wildland-Urban Interface: The U.S. Forest Service defines the WUI as the place where "homes and wildlands meet or intermingle" or, more specifically, where "humans and their development meet or intermix with wildland fuel" (U.S. Forest Service 2013). The WUI is most often broken into two distinct areas: the defense zone is the area within 0.5 mile of the urban (or developed) core, and the threat zone is the area within 1.25 miles of the defense zone. Wildfire risk in the WUI can be managed through strategies implemented by various responsible parties. Land management agencies can help reduce wildfire size and intensity through fuel and vegetation management. Local governments can help reduce human development in areas of increased wildfire risk through proper land use management and zoning. Individual homeowners or other property owners can also reduce the risk of homes and other types of property loss by taking action to manage the risk of fire damage to their homes and surrounding areas on their property through creating defensible spaces around structures on their property.
- Defensible Space: Defensible space is the managed space around a structure that is designed and maintained to reduce the risk of damage to the structure from wildfires. Defensible space is achieved, most commonly, by reducing fuel (e.g., dead standing trees, live trees, brush, and cured grasses) within 100 feet in all directions from structures. Specifically, vegetation in the first 30 feet of the defensible space is kept to a minimum combustible mass. In the subsequent 70 feet, vegetation is separated vertically and horizontally depending on the vegetation type through thinning, pruning, and removing selected vegetation; limbing up trees from lower vegetation; and providing lateral separation of tree canopies (CAL FIRE 2018a).

The CWPP also includes strategies to help better prepare communities in the district for wildfire emergency scenarios, including procedures for communications and warnings during wildfire events; recommendations regarding wildfire public education, including sharing information about evacuation routes; and recommendations on how to prepare for wildfire emergencies (TFPD 2016).

Truckee Fire Protection District Community Wildfire Prevention Fund Implementation Plan

On September 14, 2021, Measure T was passed by voters within the TFPD. This measure levies a special tax, creating a dedicated source of local funding for wildfire prevention. Planned projects for the 2022 season include identifying and prioritizing larger properties that need fuel reduction through update of the CWPP, residential property

defensible space inspections and education, and green waste pickup. Future projects include financing removal of dead trees from residential properties; community wildfire prevention grants; removal of fuels along the key neighborhood evacuation routes, in collaboration with the Town of Truckee, Nevada County and Placer County; defensible space assistance for those that cannot physically, or financially get the work done; a home hardening rebate program; and ongoing fuel reduction for certain critical infrastructure (e.g., the hospital and cell towers) to keep these services operational during a wildfire. Many of these programs will dramatically increase the amount of green waste heading to the landfill. In anticipation, TFPD has initiated a biomass scoping study with the Town and Airport to understand the extent of the problem as well as the landscape of solutions.

Greater Truckee Area Emergency Preparedness & Evacuation Guide

The *2014 Greater Truckee Area Emergency Preparedness & Evacuation Guide* provides area residents with practical advice for planning for emergency evacuation scenarios from a variety of natural and human-made hazards. The guide includes a checklist for a 4-day home survival kit, a guide to annual pre-emergency planning, instructions for an evacuation procedure, and an evacuation route map for the greater Truckee area. The guide also describes a series of strategies for property owners to decrease risk from wildfire, including specific actions to develop defensible space around structures (Town of Truckee 2014). In 2018, the Town of Truckee and TFPD published an updated Evacuation Guide for residents which includes evacuation routes for the town and important contact information for staying informed during emergency events including Nevada County Office of Emergency Services CodeRed system for residents to receive emergency information through their smart phones (Town of Truckee 2018b).

Town of Truckee Municipal Code

Chapter 18.40 (Landscape Standards) and Chapter 18.42 (Landscape Design Guidelines) of the Town of Truckee Municipal Code (Town of Truckee 2018c) includes a set of landscape standards and design guidelines for new development that are designed to increase compatibility between abutting land uses and public rights-of-way by providing landscape screening, buffers, and defensible space to decrease wildfire risk. As part of the Town of Truckee's Standard Condition for Fire Protection Services, before final approval, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements within all areas of the district. TFPD ordinances are consistent with PRC Section 4291 and Government Code Section 51182, discussed above.

4.20.2 Environmental Setting

A wildfire, or wildland fire, is a fire that can occur in an area of combustible vegetation, such as grasslands, forests, or brushlands. Wildfires can begin from various natural causes, such as lightning, as well as human-induced causes, such as discarded cigarettes, powerlines, sparks from equipment, campfires, and arson.

Wildfires often begin unnoticed, spread quickly, and are usually signaled by dense smoke that may be visible from great distances.

Wildfire behavior is dependent on several factors that, when identified and assessed, can help determine future wildfire characteristics. The three factors listed below contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas (Nevada County 2017a):

- **Topography:** An area's terrain and land slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases because heat from a fire tends to rise through convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- **Fuel:** Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and can include dead tree leaves, twigs, and branches of dead, standing trees; live trees; brush; and cured grasses. Buildings and other structures, such as homes and other associated combustibles, are also considered a fuel source. The type of prevalent fuel directly influences the behavior of wildfire. Fuel is the only factor that is under human control. Because of fire suppression, vegetation has accumulated

in certain heavily fueled areas to the east and south of the town. The presence of these high-fuel hazards, coupled with a greater potential for ignitions, increases the susceptibility of the town to a catastrophic wildfire.

- **Weather:** Components such as temperature, relative humidity, wind, and occurrence of lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will ignite more readily and burn more intensely. Thus, during periods of drought, the threat of wildfire increases. Wind is one of the most significant weather factors in the spread of wildfires. The greater a wind, the faster a fire will spread, and the more intense it will be. Wind direction can also play a role in the spread of wildfires. In addition to wind speed, wind shifts can occur suddenly as a result of temperature changes or the interaction of wind with topographical features, such as slopes or steep hillsides.

Wildfires can have serious and long-term effects on the local environment. In addition to removing vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and local water quality. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Exposed soils erode quickly and enhance siltation of rivers and streams, thereby enhancing flood potential, harming aquatic life, and degrading water quality. Lands stripped of vegetation are also subject to increased debris flow hazards. The more immediate effects of wildfires include decreased air quality in the areas where a wildfire occurs, which can cause serious health impacts on local populations.

As identified in the NCLHMP, some key factors specific to Nevada County can contribute to wildfire risk within and the areas surrounding the town (Nevada County 2017a). These include:

- overstocked forests, severely overgrown vegetation, and lack of defensible space around structures;
- excessive vegetation along roadsides and hanging over roads, fire engine access, and evacuation routes;
- drought and overstocked forests with increased beetle infestation or weakened and stressed trees; and
- increasing population density, leading to more ignitions.

As mentioned previously, the specific weather conditions and ecosystem in and around the town contribute to wildfire risk. Winters in Truckee are snowy and cold, while summers are cool to warm and dry, with occasional periods of intense thunderstorms. Primary precipitation in the Truckee area occurs during the winter months, usually between November and April. During non-drought years, the amount of precipitation can be very high, but El Niño and La Nina weather patterns, such as that experienced in winter 2015-2016, have the potential to result in annual precipitation rates that are much higher than normal. During periods of drought, the threat of wildfires increases. The Northern Sierra Nevada region continues to experience increases in average temperatures, changes in precipitation patterns, and significant loss in annual snowpack. As a result, the increased frequency and severity of droughts and decline in forest health are expected to increase wildfire risk within the region.

A key element in the town's physical character is the abundance of undeveloped open space areas and natural features, including Donner Lake, in the western part of the town, and the Truckee River, which runs through the town. Open space areas in Truckee are numerous and encompass relatively flat alluvial areas in the eastern part of the town and areas of steeper slopes and more varied terrain around Donner Lake, in the Tahoe Donner area, and north of I-80. As mentioned above, portions of the town with steeper slopes are at increased risk of wildfire impacts. Vegetation in the open spaces in and around the town consist primarily of Jeffrey pines and white fir with an understory containing mountain snowberry, tobacco bush, sage brush, and bitterbrush cover.

HISTORY

Fire history plays a major role in assessing the potential for a future wildfire to affect a community. Between 1940 and 2015, Truckee has experienced several fires entirely or partially within the town limits (see Table 4.9-2 in Section 4.9, "Hazards and Hazardous Materials"). Figure 4.9-4 illustrates the location of these and other fires that have occurred entirely or partially within the town limits or in the Town's sphere of influence between in 1901 and 2017.

In 2010, Truckee experienced a fire near the Union Pacific Railroad (UPRR) line that runs through the town. It was caused by railroad workers using tools within a locomotive that generated sparks that ignited nearby vegetation.

Preventive measures are now implemented by UPRR, including performing industrial inspections at work sites, providing advice on improving firefighting ability of workers, and managing vegetation along the rail line (Nevada County 2017b).

LOCATION

PRC Sections 4201–4204 and Government Code Sections 51175–51189 directed CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones, are represented as Very High, High, or Moderate. The classification of a zone as a Moderate, High, or Very High FHSZ is based on a combination of how a fire would behave and the probability that flames and embers would threaten buildings. Zone boundaries and hazard levels are determined based on vegetation. The maps are divided into local responsibility areas (LRAs) and SRAs. LRAs generally include cities, cultivated agricultural lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and CAL FIRE under contract to the local government. The Town of Truckee and the TFPD currently have a Wildland Fire Agreement with CAL FIRE for the agency to provide fire protection for 6,800 acres with the Town of Truckee's LRA (CAL FIRE 2018b). "State responsibility area" is a legal term defining the area where the State has financial responsibility for wildfire protection. Incorporated cities and areas under Federal ownership are not included. The prevention and suppression of fires in all areas that are not SRAs are primarily the responsibility of Federal or local agencies.

Figure 4.9-5 in Section 4.9, "Hazards and Hazardous Materials," illustrates the areas in Truckee at the highest risk of wildfires, as well as the location of critical facilities in the town and surrounding area. As shown in Figure 4.9-5, most of the town is within a Very High FHSZ; several critical facilities, including a government building, fire department facilities, bridges, and a school facility, are within this zone. As illustrated in Figure 4.9-5, 80 percent (12,256 acres) of the town is in a Very High FHSZ, 18 percent (3,571 acres) is in a High FHSZ, and 2 percent (495 acres) is in a Moderate FHSZ. Most of the area within the Town's sphere of influence is in a Very High FHSZ. Additionally, areas directly adjacent to the town limits that are under State or Federal responsibility are also within a Very High FHSZ. Based on information included in the NCLHMP, 9,271 residential parcels and 79 commercial parcels are located within a Very High FHSZ. According to the NCLHMP, the total value of land, structures, and contents in the Very High FHSZ in Truckee is approximately $5,938,800,196 (Nevada County 2017b).

The town includes historical, cultural, and natural resources at risk of wildfire. As mentioned above, with Donner Lake, the Truckee River, and some of its tributaries located within the town, local surface water quality is at risk from wildfires and their effect on both flooding and erosion. The open space and recreation areas in Truckee are also at risk of wildfire.

PROBABILITY OF FUTURE EVENTS

The risk and severity of future wildfires in Truckee depends on a variety of factors, including the vegetation characteristics of areas in and around the town, climate conditions, and fire behavior. In 2016, TFPD adopted its CWPP, which included a risk analysis of areas served by the district, including the Town of Truckee. The current risk to property loss from wildland fires in the district has been classified as very high. This risk level is partially caused by a lack of intervention to control the accumulation of flammable vegetation in the WUI. As noted in the CWPP, wildfire risk is increased by residents who choose not to manage the vegetation surrounding structures on their properties, as well as by the rising number of renters in Nevada County and the town who do not have responsibility for vegetation management on their property. However, the TFPD does work closely with the Town on new construction plans to assess wildfire risk, reviewing plans for site access, grading, and brush removal (TFPD 2016). TFPD has established specific defensible space requirements for property owners undergoing the inspection and permitting process as part of TFPD Ordinance 02-2012.

As noted above, large portions of the town, including areas with critical facilities, are within a Very High FHSZ. As noted in the NCLHMP, future development in the town could occur in a Very High FHSZ, which would increase overall wildfire risk in the town. Overall, the probability of future wildfire events in Truckee remains high because most of the

town is within a Very High FHSZ, due to the fact that Truckee is located in a mountain forested setting with substantial natural vegetation, and because of the anticipated future population growth and development within the town.

Wildfire risk and the probability of future wildfire events in Truckee are also exacerbated by the impacts of climate change on the local climate and ecosystem. As discussed in California's Fourth Climate Change Assessment, projected increases in temperature and decreases in snowpack related to climate change in the Sierra Nevada are likely to continue the trend in the growing size of stand-replacing fires and the increasing proportion of landscape affected by those fires (OPR, CEC, and CNRA 2018:33) and is likely to increase fire risk in the town.

4.20.3 Evaluation of Potential Environmental Impacts

METHODOLOGY

The GPU is a policy document that would guide future development and resource management throughout the town. This section presents a programmatic analysis of potential impacts from projected development that would be accommodated by the project, in accordance with proposed goals, policies, and actions. The following analysis is based upon full buildout of the land use diagram; however, it should be noted that the town's population is projected to grow by 0.9 percent annually, and full buildout is not anticipated within the planning horizon (2040). Adoption of the GPU would not result in any changes to existing conditions; however, subsequent development could result in additional fire hazards. The assessment of impacts related to wildfire hazards and risks were evaluated using fire hazard severity zone mapping for the Town of Truckee, see Figure 4.9-5. Additionally, weather patterns related to prevailing winds and precipitation trends were evaluated as they related to the spread and magnitude of wildfire.

In response to 2019 revisions to the State CEQA Guidelines (PRC Section 15126.2) and the 2015 California Supreme Court case, *California Building Industry Association* v. *Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, the following discussion is focused on the environmental effects that could result from future development that could exacerbate the current risk of wildfire. Although lead agencies retain the authority to include a review of potential impacts of the environment on a project, such review would occur separate and apart from CEQA and is not provided herein.

THRESHOLDS OF SIGNIFICANCE

The project would result in potentially significant wildfire impacts if projected development would result in any of the following conditions, which are based upon the environmental checklist in Appendix G of the CEQA Guidelines:

- If located in or near SRAs or lands classified as Very High FHSZ:
  - substantially impair an adopted emergency response plan or emergency evacuation plan;
  - 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;
  - 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; or
  - 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.

2040 GENERAL PLAN UPDATE

The following goals, policies, and actions from the GPU apply to wildfire. These proposed policies have been compared to the environmental protections currently afforded by the 2025 General Plan. The GPU is designed to provide greater environmental protection than existing conditions. Where changes to the policy document could result in physical environmental effects, potential impacts are evaluated below.

Safety and Noise Element

GOAL SN-2: Wildfire Hazards. Protect lives and property from risks associated with wildfire.

- Policy SN-2.1: Defensible Space Implementation. Assist Truckee Fire Protection District with implementation of defensible space requirements, including supporting inspections and enforcement to achieve defensible space on existing development.
- Policy SN-2.2: Fire Safety for New Development. Require new development to incorporate features that meet or exceed the current State Minimum Fire Safe Regulations, including two points of access to provide adequate ingress and egress; signing and building numbering; water supply; and building siting, setbacks, and fuel modification. Adequate compliance with these requirements shall be determined by the Fire Marshall. For development located in a very high fire hazard severity zone, CalFIRE review and approval is required to determine consistency with fire safe regulations, including adequate ingress and egress for evacuation.
- Policy SN-2.3: Development Review. Ensure that the development review process considers wildland fire risk, including assessment of both construction- and operation-related fire risks, particularly in Very High Fire Hazard Severity Zones. Collaborate with the Truckee Fire Protection District in reviewing fire protection plans and provisions in new development, including aspects such as emergency access, site design, and use of non-combustible building materials.
- Policy SN-2.4: Fire Resistant Landscaping. Consider the feasibility of fire-resistant species in landscaping with new land use applications.
- Policy SN-2.5: Removal of Flammable Invasive Species on Public Lands. Work with Nevada County Department of Agriculture and other stewardship groups and public land managers to remove invasive and fire-spreading species (e.g., cheat grass) on public lands.
- Policy SN-2.6: Cooperative Fuel Management. Promote fire fuel reduction through cooperative fuel management activities in association with the Truckee Fire Protection District, the California Department of Forestry and Fire Protection (CAL FIRE), the US Forest Service, and other partners. Strategies may include reducing fuels on public lands and identifying and implementing opportunities for fuel breaks between developed areas and wildlands. Evaluate the use of biomass from fuel reduction efforts to produce heat, power, landscape materials, or other forest products.
- Policy SN-2.7: Controlled Burns. Continue to work with the US Forest Service, Truckee Fire Protection District, and CAL FIRE on fuel clearing priorities such as controlled or prescribed burns and other measures. Shift the social perception on prescribed burns through social media, art, school outreach and by keeping people informed in real time.
- Policy SN-2.8: Reduce Ignition Sources. Assist with efforts by the Truckee Fire Protection District to reduce ignition sources and ignition potential (e.g., campfires, barbecues, chainsaws, smoking, electrical and power equipment).
- Policy SN-2.9: Wildfire Mitigation Fee. Work with Truckee Fire Protection District to pursue the development of a mitigation impact fee for future development that would fund additional fire protection operations within the town beyond what is provided by the Truckee Fire Protection District.
- Policy SN-2.10: Siting New Essential Facilities Relative to Fire Hazard Zones. Avoid siting new essential public facilities (including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities) within the Very High Fire Hazard Severity Zones, unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval. Temporary facilities may be sited in Very High Fire Hazard Severity Zones when necessary to achieve public safety objectives.
- Policy SN-2.11: Wildfire Hazard Awareness. Support efforts to raise community awareness about wildfire hazards, risk reduction activities, and steps community members can take to improve wildfire safety.

- **Policy SN-2.12: Wildfire Smoke Education.** Educate residents about the health impacts from poor air quality from wildfire smoke through education and outreach, focusing on protection of vulnerable populations including youth and seniors.
- **Policy SN-2.13: Coordination with Utility Companies.** Coordinate with utility companies to develop strategies to avoid the ignition of fires from utility equipment and ensure companies are complying with regulations to minimize risk of wildfires.
- **Policy SN-2.14: Post-Fire Flood Hazard.** Reduce potential for future flood hazard through removal of dead, woody vegetation along watercourses following a catastrophic fire.
- **Action SN-2.A: Fire Safety Regulations.** Update the Development Code to incorporate fire safe regulations that meet or exceed the State Minimum Fire Safety Regulations for all projects in Very High Fire Hazard Severity Zones.
- **Action SN-2.B: Reduction of Fuels on Public Land.** Work with the US Forest Service, CAL FIRE, the California Department of Parks and Recreation, and local public agencies, including the Truckee Donner Recreation and Park District, Truckee Sanitary District, Tahoe-Truckee Sanitation Agency, Truckee Tahoe Airport District, and other land managers to reduce fire fuels on their lands and to create and maintain fuel breaks to protect developed areas.
- **Action SN-2.C: Reduction of Ignition Sources.** Work with the US Forest Service, CAL FIRE, the California Department of Parks and Recreation, and local public agencies, including Truckee Donner Recreation and Park District, to explore closure of certain public lands during high-risk conditions. Work with Truckee Fire Protection District to implement campfire and barbecue restrictions during fire season.
- **Action SN-2.D: Funding to Support Wildfire Risk Reduction**. Work with the Truckee Fire Protection District to pursue State and Federal grant funds and/or develop a sustainable funding source to provide financial incentives or assistance for residential defensible space, home hardening, and fuels reduction work, particularly for lower- and moderate-income households.
- **Action SN-2.E: Fire-adapted Landscaping and Revegetation Standards.** Update landscaping and revegetation standards to be fire-adapted, in coordination with the Truckee Fire Protection District, including requiring use of fire-resistant planting and prohibiting flammable landscaping plantings or materials storage in the structure ignition zone (e.g., within 0-5 feet of the structure).
- **Action SN-2.F: Forest Thinning Events.** Work with the US Forest Service, the Truckee Fire Protection District, and CAL FIRE to organize forest thinning events, such as cut-a-tree day, Christmas tree harvesting, and other community activities. Support efforts to develop local markets or applications for thinned materials (e.g., art, biomass, mulch).
- **Action SN-2.G: Fire Insurance.** Work with fire insurance providers to create incentives for property owners who have fire-proofed or flood-proofed their homes or businesses to ensure all residents and businesses have fire insurance.
- **Action SN-2.H: Fire Prevention Education Programs.** Continue to cooperate with the Truckee Fire Protection District, CAL FIRE, and the US Forest Service in creating and promoting fire prevention education programs, such as Firewise USA, to provide resources to residents and property owners on home hardening and vegetation management to reduce fuel loads and ignition sources near homes.

GOAL SN-3: Flooding. Reduce hazards associated with flooding.

- **Policy SN-3.7: Revegetation of Wildfire-Burned Areas. Encourage the treatment of** wildfire-burned areas by the Truckee Fire Protection District to control stormwater runoff prior to winter rains, particularly in areas prone to landslides. Promote planting and rapid regrowth of fire-resistant vegetation cover using best practices as soon as possible to prevent erosion, protect bare soils, and aid in control of stormwater runoff.

GOAL SN-6: Emergency Response and Disaster Recovery. Expand community preparedness and resilience to support effective response to emergencies, provide aid during a crisis, and repair and rebuild.

- Policy SN-6.1: Town Leadership on Preparedness. Ensure Town staff and departments demonstrate a readiness to respond to emergency incidents and events.
- Policy SN-6.2: Vulnerable Populations. Prioritize the needs of vulnerable and disadvantaged populations during emergency response and disaster recovery events.
- Policy SN-6.3: Inclusive Emergency Planning. Ensure emergency planning is representative of the diversity of Truckee and provides members of disadvantaged populations meaningful opportunities to engage in emergency planning efforts.
- Policy SN-6.4: Evacuation Road Width. Require any roads used for evacuation purposes to have sufficient unobstructed pavement.
- Policy SN-6.5: Alternative Routes during Interstate 80 Closures. Work with Caltrans to develop a comprehensive plan to address Interstate 80 winter weather gridlock and ensure appropriate emergency access routes.
- Policy SN-6.6: Communication Technology. Improve communication technology for streamlining transportation and emergency response. Collaborate with a diverse range of users to ensure communication is user friendly and well understood.
- Policy SN-6.7: Maintenance of Emergency Plans. Maintain and regularly update the Town's emergency plans to respond to the changing needs and characteristics of the community and maintain eligibility for grant funding.
- Policy SN-6.8: Education on Emergency Response and Evacuation. Increase outreach to visitors, residents, and vulnerable populations on emergency response and evacuation processes, with a particular focus on low-income and non-English speakers to promote a culture of preparedness that empowers increased resilience to hazard related events and a changing climate.
- Policy SN-6.9: Regional Transportation Evacuation Planning. Work with transit providers to integrate regional transportation evacuation plans into regional transit plans.
- Action SN-6.A: Emergency Operations Plan. Coordinate with other emergency response agencies to update and implement an Emergency Operations Plan for Truckee by 2022 and every five years thereafter. Coordinate with agencies to implement measures, including response to fire, earthquake, blizzard, hazardous materials spills, and other disasters.
- Action SN-6.B: Local Hazard Mitigation Plan. Coordinate with Nevada County to update the Local Hazard Mitigation Plan (LHMP) in 2023 and every five years. Upon the next update of the LHMP, identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios and summarize and incorporate the LHMP by reference into the Safety and Noise Element
- Action SN-6.C: Community Wildfire Protection Plan. Coordinate with the Truckee Fire Protection District to update the Community Wildfire Protection Plan in 2023 and every five years thereafter.
- Action SN-6.D: Emergency Planning. Work with community stakeholders and the Town's Office of Emergency Services to create a plan for extreme congestion and evacuation situations, using emerging technologies to improve traffic flow during extreme events.
- Action SN-6.E: Emergency Preparedness Website. Maintain a web page on the Town website that includes a list of agencies and contacts for emergency situations, information about emergency preparedness, and links to useful resources.
- Action SN-6.F: Public Education on Emergency Preparedness and Response. Support the efforts of the Department of Homeland Security, Truckee Fire Protection District, Truckee Police Department, Nevada County Office of Emergency Services, and other agencies to educate the public about emergency preparedness and response.

- **Action SN-6.G: Post-Disaster Rebuilding Ordinance**. Research and develop general rules and procedures and amend the Development Code to streamline the planning and permitting requirements for construction of temporary housing or permanent rebuilding activities following a major disaster, such as model emergency or urgency ordinances.
- **Action SN-6.H: Emergency Displacement Contingency Plans.** Coordinate with local, regional, or state agencies to develop contingency plans for meeting short-term, temporary housing needs of those displaced during a catastrophic event.

DOWNTOWN TRUCKEE PLAN

There are no policies from the Downtown Truckee Plan specifically applicable to wildfire.

ISSUES NOT DISCUSSED FURTHER

All issues identified in the thresholds of significance are evaluated in detail below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.20-1: Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

The GPU would increase the intensity of development in some pockets of the policy area and accommodate more growth, which could generate conflicts with existing adopted emergency response and evacuation plans by increasing traffic volume and decreasing the ratio of emergency response resources to residents. However, the GPU contains specific goals and policies related to emergency response and evacuation planning to minimize any conflict with such existing plans, and expressly calls for updating the plans to be compatible with growth, thereby resulting in a **less-than-significant** impact.

As described above and shown in Figure 4.9-5, 80 percent (12,256 acres) of the town is in a Very High FHSZ. In addition, lands surrounding the town are SRA. Therefore, most of the town is in or near an SRA or Very High Hazard Severity Zone.

The Town of Truckee Emergency Operations Plan addresses the Town's responsibilities in emergencies associated with natural disaster, human-caused emergencies and technological incidents. It provides a framework for coordination of response and recovery efforts within the town in coordination and with local, state, and federal agencies. The plan establishes an emergency organization to direct and control operations during a period of emergency by assigning responsibilities to specific personnel. The Town's Emergency Operations Manager would facilitate the response. There are no formal evacuation routes established in the adopted plan because the appropriate routes could vary widely based on the emergency conditions. However, as depicted in Figure 4.9-5, the Town has established typical evaluation routes, which lead to Interstate 80, State Route 267, and State Route 89. In an emergency, the Town designates which routes will be used for evacuation and for emergency vehicle ingress and egress.

Construction associated with implementation of the proposed GPU would not likely hinder emergency response activities or physically interfere with established evacuation routes. Although construction activities could temporarily impair roadways used for emergency response and evacuation, standard construction procedures for development of a construction management plan would address these conditions and would develop alternative routes. Projects requiring encroachment permits for temporary construction activities in public roadways that could be used for emergency response or evacuation are required to prepare traffic mitigation plans that address traffic control during the period when project construction is occurring within the public right-of-way. Standard construction procedures provided in traffic mitigation plans to address temporary road closures that would be required during construction

include notification of emergency responders. In addition, the GPU includes Policy SN-6.5, which would require the Town to work with Caltrans to develop a comprehensive plan during work closures on Interstate 80.

Buildout of the GPU would not cutoff or modify existing evaluation routes in a manner that would impede emergency evacuation or response. The GPU would, however, create the opportunity for a higher intensity of development within the policy area and would accommodate additional population growth, which could affect the implementation of adopted emergency response and evacuations plans during disasters, such as the NCLHMP, Nevada County and Town of Truckee Emergency Operations Plans. The proposed GPU includes housing and economic strategies to accommodate 6,800 new persons, 2,800 new households, and 3,600 new jobs at buildout (compared to the 2018 baseline). The development would increase the number of people who may need to be rescued, rendered aid, and evacuated and the amount of property that may need to be protected. High density development could, in the event of an emergency such as a wildfire, result in more people using the same evacuation routes. Implementation of emergency plans could be impaired if emergency plans are not properly updated to reflect changes in land use.

Recognizing the need to plan for adequate emergency response to protect existing and future development within the town, the Safety and Noise Element includes Goal SN-6, "Emergency Response and Disaster Recovery," that would expand community preparedness and resilience to support effective response to emergencies. Specific policies and actions that would be implemented under the GPU to achieve this goal include Policies SN 6.1 through SN-6.9 and Actions SN-6.A through SN-6.H. Policy SN-6.7 commits the Town to maintain and regularly update the Town's emergency plans to respond to changing needs and characteristics of the community. Actions SN-6.A through SN-6.D establish specific coordination efforts with the County, Fire Protection District, community stakeholders, and other local, regional, and State agencies to update emergency preparedness and response plans. The Town would also continue to integrate a regional transportation evacuation plan into regional transit plans focused on reducing daily automobile trips through Policy SN-6.9. To facilitate implementation of the plans, the Town would increase outreach to visitors, residents, and vulnerable populations on emergency response and evacuation processes (Policy SN-6.8, Actions SN-6.E and SN-6.F). Specifically, Action SN-6.B would include coordination with Nevada County to update the NCLHMP with evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This would inform the work under Action SN-6.D to create a plan for extreme congestion and evacuation situations. In addition, the GPU includes numerous policies intended to reduce the potential for an emergency condition related to wildfire, which are described below in Impacts 4.20-2 through 4.20-4.

The proposed GPU is a policy document that does not include any site-specific designs or proposals and does not propose any entitlements for development that would have the potential to impair or conflict with an adopted emergency response or evacuation plan. Any future development projects that would implement the GPU, including buildout of uses contemplated under the GPU, would be subject to all applicable Town regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes. The policies and actions described above would reduce the potential for the GPU to conflict with an adopted emergency response plan or emergency evacuation plan because the GPU would specifically address emergency response and planning by updating emergency plans once the GPU is implemented. Existing, adopted emergency response plans would not be impeded by these updates, but would instead be made more robust and comprehensive, resulting in a **less-than-significant** impact on an adopted emergency response or evacuation plan.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.20-2: 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 Wildfire in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

Implementation of the GPU would allow for growth within an area at risk for wildfires and existing steep slopes and prevailing winds, increasing the risk of exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Implementation of existing Federal, State and local regulations, GPU policies and actions would reduce impacts associated with exacerbated wildfire risks but not to a less-than-significant level. Impacts would be **significant and unavoidable**.

The proposed GPU would accommodate growth in Truckee, in the form of residential development, commercial areas, industrial centers, schools, and civic uses. As shown in Figure 4.9-5, much of Truckee is subject to wildland fire hazards. While most of the growth within the town would occur within existing developed areas, the growth has the potential to increase the threat of wildland fires on human populations and property, as development may be located closer to and within Very High FHSZs. New growth and development within the town may expose additional people and structures to a significant risk of loss, injury, or death involving wildland fires. In addition, increased growth may result in an increased demand for fire protection services and increased demand on the existing water supply. In the event of a major wildland fire, the availability of fire response staff or adequate response times, or infrastructure constraints such as insufficient water supply, may also contribute to an increased risk of wildland fire hazards and ignition risks. These wildland fires would in turn expose Town residents to harmful pollution concentrations in the form of wildfire smoke.

Furthermore, the increased risks in the town are particularly pronounced in certain parts of the community where homes are located within areas of dense vegetation and forest land, and where steep slopes and other similar conditions exist. Areas with steep slopes, such as those around Donner Lake, in the Tahoe Donner area, and the open space areas north of I-80, have increased risk of wildfire impacts. Areas in the town with steep slopes are at increased risk of wildfire and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill.

In addition to the risks to people and property posed by the actual wildland fire, the smoke generated by wildland fires exposes town residents to harmful pollution concentrations and would do so in the future. This pollution is exacerbated in California by weather conditions prevalent during the peak period of wildfire risk, such as prevailing winds. Smoke particles vary in size, but up to 90 percent of wildfire smoke consists of fine particles (i.e., particulate matter less than 2.5 microns in size [$PM_{2.5}$]) (CARB et al. 2019). Sudden increases in $PM_{2.5}$ levels caused by wildfire smoke can particularly affect vulnerable populations such as children and the elderly. A broader analysis of project air quality impacts is presented in Section 4.3, "Air Quality."

In addition to potentially exposing people to loss, injury, or death and damage to property, development of areas susceptible to wildfire could exacerbate the fire risk by introducing anthropogenic influence (i.e., people and associated activities), into fire-prone open space. Human-caused wildfires tend to be generated by activities such as debris and brush-clearing fires, electrical equipment malfunctions, campfire escapes, smoking, fire play (e.g., fireworks), vehicles, and arson.

As described in the TFPD CWPP, local governments can help reduce the effects of human development in areas of wildfire risk through proper land use management and zoning. Any development or redevelopment that occurs within a Very High FHSZ would be obligated to conform to the statutory and regulatory requirements discussed in 4.20.1, "Regulatory Setting." These include specific fire code requirements and fire-resistance measures required for new structures. As part of the Town of Truckee's Standard Condition for Fire Protection Services, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements within all areas of the district. The provision of defensible space would create a separation zone between wildlands and structures.

The existing regulations, such as the CBC, CFC, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects (see "2040 General Plan Update," above). For example, Policies SN-2.1 through SN-2.12, SN-3.7, and SN-6.1 through SN-6.7 and Actions SN-2.A through SN-2.H and SN-6.A through SN-6.H would further reduce impacts. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and post-disaster rebuilding ordinance. Policy SN-2.2, specifically, would require future development to comply with fire safe requirements. These policies would reduce the potential for uncontrolled spread of wildfire within the town.

Compliance with existing regulations and the GPU policies and actions would substantially reduce risks from wildland fires in Very High FHSZs by requiring specific design features for new development and by requiring that adequate emergency response is in place to serve new development when wildfires occur. In addition, compliance with existing regulations and the GPU policies and actions would reduce risk of wildfire, ignition, and the exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. As noted above, the GPU includes 12 unique policies intended to support the goal of reducing risks associated with wildfire. In addition, the GPU proposes eight actions (seven new and one ongoing) to manage the existing wildfire risk. These include updating the Development Code to meet or exceed the State Minimum Fire Safe Regulations for all projects in the Very High FHSZ (Action SN-2.A); working with state and local partners to actively reduce fuel, ignition sources, and risks (Actions SN-2.B, SN-2.C, SN-2.C, and SN-2.F); and updating landscaping standards to prohibit flammable landscaping materials (Action SN-2.E). These aspects of the GPU would substantially limit the potential for future development to exacerbate the existing wildfire hazard. .

The implementation of the GPU policies and actions identified above and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," would reduce the risk of wildfire and the associated potential for exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. However, it cannot be concluded that wildland fire risks and the risks associated with wildfire smoke pollution would be reduced to less than significant in all locations for all future development within the town given the large area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and the lack of precision regarding location of future development within the town. This impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce the potential to exacerbate wildfire risks but cannot be assumed to be sufficient to eliminate the potential to expose residents to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. There are no additional plan-level measures available that would address this potential. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects associated with the potential to exacerbate wildfire hazards; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures

cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

Impact 4.20-3: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

Implementation of the GPU and Downtown Truckee Plan may require the installation or maintenance of infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities).These utilities would not typically exacerbate fire risk or result in temporary or ongoing impacts to the environment. Implementation of existing federal, state and local regulations and GPU policies and actions would reduce impacts associated with exacerbated wildfire risks. However, the Town does not have jurisdiction and authority over utility equipment within and outside the town to ensure the utility companies are in compliance with existing regulations or mitigation measures. It cannot be guaranteed that the town would not experience an elevated wildfire risk associated with utility equipment required by buildout of the GPU or Downtown Truckee Plan. Impacts would be **significant and unavoidable**.

As described in Chapter 3, "Project Description," Truckee2040 would establish the Town's policy to accommodate population growth through the planning horizon. This growth is anticipated to result in infrastructure upgrades, including utilities (see Section 4.19, "Utilities and Service Systems") and transportation improvements (see Section 4.17, "Transportation"). Where these infrastructure upgrades occur within the town boundary, the environmental effects, including the potential to exacerbate wildfire hazard, are evaluated programmatically throughout this EIR. For example, fuel breaks are part of the project (Policy SN-2.6).

Utility infrastructure outside of the town boundary, such as power lines that pose a risk of spark as a result of downed lines, direct contact with vegetation, and line faults and equipment failures, would continue to be constructed and operated by utility companies, subject to the oversight of the California Public Utilities Commission. Historically, utility equipment has ignited several fires within California (Luna 2019). Utility companies are obligated to manage and maintain the lines to reduce the potential for wildfire. This includes clearing vegetation near the power lines and may include operating provisions to temporarily stop power during high winds where the fire danger is high. Development allowed under the GPU would be required to comply with the applicable provisions of the CBC and CFC. Future developments utility infrastructure would also be subject to the requirements established in the PRC, including Section 4292, which requires clearing of flammable fuels for a minimum 10-foot radius from the outer circumference of poles and towers; and Section 4293, which sets basic requirements for clearances around electrical conductors. Furthermore, the future projects would be required to meet vegetation clearance requirements outlined in Title 14, Section 1104.1(d) of the California Code of Regulations for single overhead facilities, and in CPUC GO 95 requirements for overhead utility lines in high-fire-threat areas. Through Policy SN-2.13, the Town would coordinate with utility companies to develop strategies to avoid the ignition of fires from utility equipment and ensure companies are complying with regulations to minimize risk of wildfires. Construction and operation of utilities to serve the growth in the town is not anticipated to substantially exacerbate fire hazards in the region. Moreover, there is no evidence that implementation of the project would require substantial infrastructure upgrades beyond those planned by the respective utility providers.

New and expanded infrastructure required to serve potential development would largely be located within the policy area. The potential for this infrastructure to exacerbate wildfire risk within the town is evaluated herein as a component of the project. The effects that this infrastructure could have on the environment are evaluated throughout this EIR and specifically in Section 4.19, "Utilities and Service Systems." Adherence to existing state and local fire protection regulations and the GPU policies and actions, would reduce impacts. The potential to exacerbate fire risks associated with development would be substantially lessened through adherence to existing state and local regulations, such as regulations requiring the use of best management practices (BMPs) for fire prevention. In addition, GPU Policies SN-2.1 through SN-2.12, SN-3.7 and SN-6.1 through SN-6.7, and Actions SN-2.A through SN-

2.H and SN-6.A through SN-6.I would further reduce impacts within the town. However, there is a potential for fires to be ignited from utility equipment within and outside the town.

Implementation of the proposed GPU policies and actions and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," above, would reduce potential risks associated with infrastructure. However, the Town does not have jurisdiction and authority over utility equipment within and outside the town to ensure the utility companies follow existing regulations. In addition, it cannot be guaranteed that the town would not experience a wildfire risk associated with utility equipment given the large area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and historical risks of fires ignited from utility equipment in California. This impact would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. As discussed above, there are existing regulations intended to address the risk of wildfire associated with new utilities. Policies included in the project would further reduce the potential for new or upgraded infrastructure to exacerbate wildfire risk but cannot be assumed to be sufficient to eliminate the potential for increased wildfires, particularly if the utilities are located outside of the town limits. There are no additional plan-level measures available that would address this potential impact. For the vast majority of projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions, would minimize potential adverse effects from new or modified infrastructure; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects may involve unusual use types, locations, or design features. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

Impact 4.20-4: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

Implementation of the GPU would allow for growth within an area at risk for wildfires, increasing the risk of exposing people or structures to significant risks, including downslope or downstream flooding or landslides. Implementation of existing federal, state and local regulations, and GPU policies and actions would reduce impacts associated with post-fire risks but not to a less-than-significant level. Impacts would remain **significant and unavoidable.**

The majority of the town is within a Very High FHSZ and at risk for wildfires. The GPU plans more intense development within the town than existing conditions to accommodate future population growth and state housing laws. Therefore, there is a potential that an increased number of people and structures would be exposed to downslope or downstream risk from flooding and landslides following the event of a wildfire.

As described in Section 4.10, "Hydrology and Water Quality," topographically lower areas adjacent to waterbodies experience hazards associated with floods. Although the hazard is not substantial under typical conditions, wildfires can reduce or destroy vegetation coverage which can reduce infiltration and increase runoff, cause changes in hill slope conditions, and cause changes in channel conditions, such as erosion. When winter rains begin and high precipitation events occur, debris flow (also referred to as mud flow) may occur.

Areas in the town with steep slopes are at increased risk of wildfires and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. The threat of landslides and debris flows in Truckee are minor and a nuisance rather than major events (Town of Truckee 2022). As described in Section 4.7, "Geology and Soils," compliance with the California Building Code, the Town of Truckee Development Code, and the policies in the GPU are anticipated to address hazards associated with unstable soils.

Existing regulations would help reduce the risks to people and structures associated with wildland fires. Addressing the potential for wildfire to occur is an effective means of reducing the potential that downstream flooding or landslides would result from subsequent runoff, post-fire slope instability, or drainage changes. As described above in Impact 4.20-2, existing regulations, such as the CBC, CFC, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU also includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and a post-disaster rebuilding ordinance. These policies would reduce the potential for uncontrolled spread of wildfire within the town. In addition, pursuant to GPU Policy SN-3.7, areas burned in wildfires would be restored by planting native vegetation cover or encouraging the re-growth of native species to aid in control of storm water runoff and minimize potential for landslides.

In summary, although flooding and landslide hazards are not currently substantial in the policy area, because the town is considered at high risk for wildland fires and is located near steep slopes, people or structures could be exposed to a significant risk of flooding or landslide if a wildfire removed vegetation and exposed soils on those slopes. In addition, dead and woody vegetation could block an existing watercourse following a wildfire that would increase the risk of flooding. The implementation of proposed GPU policies would address the potential for wildfires that would trigger these secondary effects and, in the event of a major fire, GPU Policy SN-3.7 would reduce potential for postfire risks associated with downslope or downstream flooding. However, given the level of uncertainty regarding the location, frequency, and severity of future wildfires, impacts would be **significant**.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU.

Significance after Mitigation

The project has been designed to include policies and actions to address and mitigate impacts at the plan level. Policies included in the project would reduce the potential for significant risks because of runoff, post-fire slope instability, or drainage changes, but cannot be assumed to be sufficient to fully eliminate the potential for significant risks. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential adverse effects; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance. Individual projects under the GPU or Downtown Truckee Plan may involve unusual use types, locations, or design features that cannot be anticipated at this town-wide planning stage. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain **significant and unavoidable**.

5 CUMULATIVE ANALYSIS

CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts." Section 15130 of the State CEQA Guidelines requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively considerable. The State CEQA Guidelines state: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects" (State CEQA Guidelines, Section 15355(b)). A cumulative impact of concern under CEQA occurs when the net result of combined individual impacts compounds or increases other overall environmental impacts (State CEQA Guidelines, Section 15355(b)). In other words, cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. CEQA does not require an analysis of incremental effects that are not cumulatively considerable nor is there a requirement to discuss impacts that do not result in part from the project evaluated in the EIR.

State CEQA Guidelines define a cumulative impact as "two or more individual effects which, when considered together, are considerable" in Section 15355. An individual effect need not itself be significant to result in significant cumulative effects; the impact is the result of the incremental effects of the project combined with the effects of "other closely related past, present, and reasonably foreseeable probable future projects." CEQA does not define "closely related," but the Code of Federal Regulations (40 CFR 1508.25) indicates that a "closely related" project is one which is automatically triggered by the project; one which cannot proceed without the project first proceeding (mutual dependency); one which requires the project for justification or is an interdependent part of the same action; or one which is a similar action with common timing, geography, and other features.

5.1 CUMULATIVE IMPACT ANALYSIS METHODOLOGY

The environmental analysis of Truckee2040 presented throughout this draft EIR is a cumulative analysis of impacts of future development under Truckee2040, and this draft EIR contains detailed analysis of regional (cumulative) impacts at the town level. Additionally, the following discussion examines impacts associated with future development under Truckee2040, plus future development in Nevada and Placer Counties, to assess the potential for cumulative impacts from growth in the greater region. The analysis herein evaluates whether the impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the project) cumulatively significant effects.

The requirements for a cumulative analysis are described in Section 15130 of the State CEQA Guidelines. A cumulative analysis "need not provide as great detail as is provided for the effects attributable to the project alone." The analysis should focus on analyzing the effects of the project to which other projects contribute, to the extent practical and reasonable. For purposes of this EIR, the project would have a significant cumulative effect if it meets either one of the following criteria:

- The cumulative effects of related projects (past, current, and probable future projects) without the project are not significant but the project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact.
- The cumulative effects of related projects (past, current, and probable future projects) without the project are already significant and the project represents a considerable contribution to the already significant effect.

The significance criteria used for analysis are the same as those used throughout the topical sections of the EIR. Section 15130(a)(3) states that a project's contribution to an impact is "less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures to alleviate the cumulative impact."

5.1.1 Cumulative Context

The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: (1) the use of a list of past, present, and probable future projects; or (2) the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This analysis is based primarily on the latter approach.

The effects of buildout under the proposed GPU to accommodate growth projections within Truckee (as described in Chapter 3, "Project Description"), and the land use diagram and policies that are the subject of analysis throughout this draft EIR, are combined with the anticipated effects of the growth projections and development anticipated in Nevada County and adjacent Placer County. This is referred to as the "cumulative impact area" and is shown in Figure 5-1 and described briefly below.

As shown in Table 5-1, the population for Nevada and Placer Counties is projected to grow from 494,908 people in 2020 to 579,627 people by 2040, an increase of 17 percent. Placer County's population is projected to increase by more than three times that of Nevada County through 2040.

Table 5-1 Population Projections of Cumulative Impact Area 2020 – 2040

County	Population		Percentage Increase
	2020	2040	
Nevada County	97,439	103,193	6%
Placer County	397,469	476,434	20%
Total, Counties	**494,908**	**579,627**	**17%**

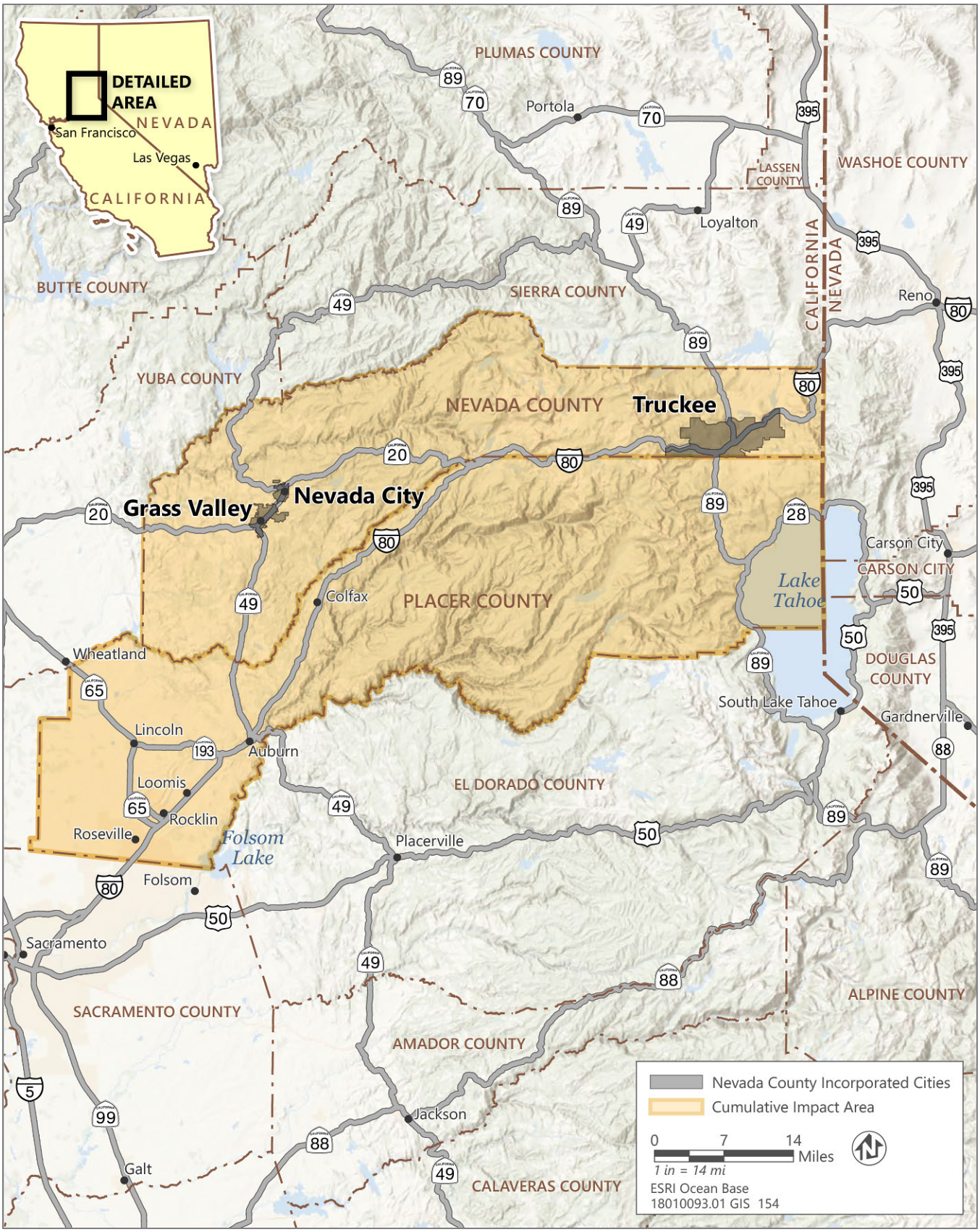
Source: California Department of Finance 2021.

NEVADA COUNTY

Nevada County lies within the northern portion of California, stretching from the eastern end of the Sacramento Valley across the Sierra Nevada to the State of Nevada. The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County, which includes the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada. NCTC is required to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the California Department of Transportation every 5 years. The purpose of the 2016 RTP is to establish transportation policy and to document Nevada County's short-term (2015-2025) and long-term (2025-2035) regional transportation needs covering the RTP horizon and set forth an effective, cost-feasible action plan to meet these needs. The 2016 RTP indicates that the population of Nevada County is projected to increase from 98,193 in 2015 to approximately 105,389 in 2025 and 110,224 in 2035 (NCTC 2018:15). This represents an increase of 12,031 persons or 12 percent over 20 years, or about 0.6 percent annually. Annual growth is expected to average about 0.7 percent from 2015 to 2025 but slow to 0.6 percent from 2025 to 2035 (NCTC 2018:15).

Incorporated Cities

Three incorporated cities are located within Nevada County: Grass Valley, Nevada City, and Truckee. Nevada County has land use regulatory authority over most unincorporated land in the county but lacks land use authority within the incorporated cities. Future development outside of Truckee is included in the draft EIR's consideration of cumulative impacts, where appropriate. The incorporated areas of the county are home to 32.7 percent of the population, with 16.5 percent in Truckee, 13 percent in Grass Valley, and 3 percent in Nevada City. The remaining 67.3 percent of Nevada County residents live in outlying unincorporated areas.



Source: Data downloaded from Town of Truckee in 2018.

Figure 5-1 Cumulative Impact Area

PLACER COUNTY

Placer County is located south of Nevada County and extends from the suburbs of Sacramento in the west to Lake Tahoe in the east. Placer County is a part of both the Sacramento Valley and Sierra Nevada regions. Placer County's population has historically been concentrated along the southwest section of the Interstate 80 (I-80) corridor (i.e., Roseville, Rocklin, and Granite Bay), with tapering population densities towards the eastern end of the corridor (i.e., Colfax and Foresthill). The southwest Placer communities of Roseville and Rocklin have emerged as regional job centers in the past several years, accompanied by significant residential growth within and surrounding those communities.

The Sacramento Area Council of Governments (SACOG) adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in November 2019. SACOG's plan area for the 2020 MTP/SCS includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties, excluding the Tahoe Basin. In developing the MTP/SCS, SACOG prepared a land use forecast required to accommodate the regional growth forecast of population, employment, and housing demand. The 2020 MTP/SCS includes a forecast of the amount of growth that will occur in SACOG's plan area over a 20-year planning period (2016–2040). The regional growth forecast is based on economic and demographic projections through 2040, adopted and pending land use plans and policies, market and economic considerations, and other state and federal policies and regulations that can affect the location and pace of growth. The 2040 growth forecast indicates that population in the plan area is expected to grow by 620,500 people, an increase of about 26 percent between 2016 and 2040 (SACOG 2019:2-11). The 2020 MTP/SCS is based on a forecasted need to accommodate approximately 270,000 new employees and 260,000 new housing units between 2016 and 2040.

Tahoe Regional Planning Agency

The Lake Tahoe Region is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA) and the Bi-State Tahoe Regional Planning Compact (Compact). TRPA was created to restore Lake Tahoe's environment, which had been degraded by logging and development. The Placer County Tahoe Basin Area Plan (Area Plan) is a component of the Lake Tahoe Regional Plan and the Placer County General Plan. The planning area includes the portions of Placer County located within the Lake Tahoe Regional Planning area, including the north and west shores of Lake Tahoe and encompasses 46,162 acres (72.1 square miles). The boundaries are the El Dorado County line to the south, Nevada state line to the east, and the Sierra Nevada to the north and west. The communities of Kings Beach/Stateline and Tahoe City account for more than 60 percent of the permanent population. Other communities include Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma.

5.2 CUMULATIVE IMPACTS AND MITIGATION MEASURES

The following analysis examines the cumulative effects of future development under Truckee2040 within the cumulative impact analysis area, unless otherwise noted. Because Truckee2040 could accommodate development across a large geographical area over a long period of time (through 2040), the analysis presented throughout this draft EIR is inherently cumulative, as discussed above. The potential for cumulative effects associated with future development under Truckee2040 in combination with development of the incorporated cities within Nevada and Placer Counties are summarized qualitatively below for each of the resource topics analyzed in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures."

The geographic scope defines the area within which a proposed project and related projects may contribute to a specific cumulative impact. As described above, the cumulative impact area is generally Nevada and Placer Counties and reflects the growth forecasts for these areas, as evaluated in regional planning documents. However, the geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. The geographic scope for each environmental issue analyzed in this draft EIR is identified in Table 5-2. For many of the resource areas, including geology and soils, noise, and public services, impacts would by their nature be

location specific and would not be expected to combine with the effects of development outside of Truckee to result in any additional impacts not already addressed in this draft EIR.

Table 5-2 Geographic Scope of Cumulative Impacts

Environmental Issue Area	Geographic Scope of Cumulative Analysis
Aesthetics	Truckee and land in surrounding Nevada and Placer Counties that have views of Truckee
Agriculture and Forestry Resources	Truckee and Nevada and Placer Counties
Air Quality	Mountain Counties Air Basin
Biological Resources	Truckee and Nevada and Placer Counties (and statewide as appropriate)
Cultural Resources	Truckee, with regional implications
Energy	Truckee and Nevada and Placer Counties
Geology and Soils	Truckee (impacts are primarily localized)
Greenhouse Gas Emissions	Global
Hazards and Hazardous Materials	Truckee (impacts are primarily localized)
Hydrology and Water Quality	Truckee and shared watersheds, aquifers, and waterways of Nevada and Placer Counties
Land Use and Planning	Truckee (impacts are primarily localized)
Mineral Resources	Truckee (impacts are primarily localized)
Noise	Truckee (impacts are primarily localized)
Population and Housing	Truckee and Nevada and Placer Counties
Public Services	Truckee and Nevada and Placer Counties, local service areas in Truckee for public services
Recreation	Truckee and Nevada and Placer Counties
Transportation	Truckee and Nevada and Placer Counties
Tribal Cultural Resources	Truckee, with regional implications
Utilities and Service Systems	Local service areas, generally within Truckee
Wildfire	Truckee and Nevada and Placer Counties

Source: Compiled by Ascent in 2022.

Impact 5-1: Cumulative Aesthetics Impacts

The project would contribute regional aesthetic changes. The effects of these changes are highly subjective and tend to be localized. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Changes to visual resources associated with projected development under the GPU are analyzed in Section 4.1, "Aesthetics." Effects on scenic resources generally occur at the interface between development and the scenic resources. For this reason, they tend to be localized. As described in Section 4.1, impacts would be less than significant at the town scale due to the existing and proposed restrictions on development within designated scenic corridors, implementation of GPU policies and implementation actions related to scenic resources, and compliance with Specific Plan and Master Plan policies that protect scenic resources.

With regard to the visual environment experienced throughout the cumulative impact analysis area, as planned cumulative development occurs over time the overall visual environmental would change. Whether this overall change in land use is experienced as an adverse or beneficial outcome is highly subjective. However, the combination of forecasted development in the cumulative impact area may result in a different visual environment than currently exists. The incremental effects of the GPU related to scenic resources, visual character and quality, and light and glare would not combine with development that would occur as a result of forecasted growth in adjacent areas to produce

cumulatively considerable impacts because adjacent jurisdictions, including incorporated cities and adjacent counties, have general plan policies, zoning, and other ordinances or regulations in place to protect scenic resources and limit light and glare within their jurisdictions. Projected growth within these jurisdictions would be required to comply with applicable regulations pertaining to scenic resources and light and glare. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-2: Cumulative Agriculture and Forestry Resources Impacts

The cumulative impact area includes vast forested land, much of which is managed by the United States Forest Service (USFS). There is not a cumulative impact related to loss of forest land. Implementation of the GPU would not convert any land designated as Open Space that includes forest land. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The town does not have agricultural lands and project implementation would have no effect on agricultural resources. Forest lands are present in the town; however, forestry resources are concentrated in the national forest, which is managed by the USFS and protected from future development. There is not an existing cumulative condition related to conversion of forest land to non-forest use. Development to accommodate growth in Nevada and Placer Counties would be generally located on land designated for development in the applicable land use plan. As described in Section 4.2, "Agriculture and Forestry Resources," the GPU would not conflict or result in a loss of land zoned as forestland, timberland, or Timberland Production Zone. Therefore, implementation of the GPU, when taken together with other projected growth and development within the region, would not combine to create a cumulatively significant impact to forest resources. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-3: Cumulative Air Quality Impacts

The project would contribute to cumulative air quality impacts associated with construction and operation of land uses in the Mountain Counties Air Basin (MCAB). There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant air quality impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Air quality impacts are assessed at the air basin level. The Town of Truckee is located in the MCAB, which encompasses all of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa Counties, as well as the middle portion of Placer County and the western portion of El Dorado County. Thus, the MCAB and the regions that affect air quality within the town define the geographic context and the impacts identified in Section 4.3, "Air Quality," are inherently cumulative.

As stated in Section 4.3, the region is currently in nonattainment for emissions of ozone precursors (reactive organic gases [ROG] and oxides of nitrogen [NO_X]) and respirable particulate matter (PM_{10}). Cumulative development in the region will continue to increase the concentration of pollutants from construction activities, traffic, natural gas combustion in buildings, area sources, stationary sources, and mining activities. The analysis in Section 4.3 determined that the project, in combination with foreseeable development in the MCAB, would contribute to future

concentrations of ROG, NO_X, and PM_{10} that exceed the daily emissions thresholds established by Northern Sierra Air Quality Management District (NSAQMD). Implementation of the policies identified in Section 4.3 would require construction contractors to utilize the most efficient engines available, which reduce emissions of ROG, NO_X, and PM_{10}. The project's mitigated short-term construction emissions would exceed significance thresholds; and the condition would worsen when combined with other foreseeable development in the region.

Operation of projects consistent with the GPU and Downtown Truckee Plan could also contribute to air quality impacts. The GPU policies encompass all feasible program-level operational emissions reduction measures. However, these measures but cannot be assumed to be sufficient to reduce operational emissions to meet the NSAQMD thresholds. Although there could be additional project-specific mitigation measures to reduce long-term operational-generated emissions of air pollutants to levels below the NSAQMD's thresholds of significance, the nature, feasibility, and effectiveness of such project-specific mitigation cannot be determined at this time. Emissions of ROG, carbon dioxide (CO_2), PM_{10}, and fine particulate matter would increase due to the introduction of new residential, commercial, and industrial development. The GPU's contribution to this cumulatively significant air quality impact would be cumulatively considerable.

Furthermore, buildout of the project could generate toxic air contaminants (TACs) or result in an increased exposure of existing or planned sensitive land uses to stationary or mobile-source TACs that would exceed applicable health-based standards. Implementation of Policy COS-8.7 would require future project applicants to conduct project-level health risk assessments to evaluate project-level emissions of TACs from construction and/or operational activity. While this is a localized impact, cumulative development adjacent to the policy area and elsewhere in the MCAB could result in increased operational TAC emission sources. This would be a cumulatively significant impact. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable.

Finally, buildout of the project would result in the potential for increased exposure of sensitive receptors to odorous emissions. However, there is not an adverse cumulative odor impact in the MCAB and the potential for a significant odor impact within the town would not contribute substantially to a cumulative impact.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-4: Cumulative Biological Resources Impacts

The project would contribute to cumulative biological resources impacts associated with construction and operation of land uses in the cumulative impact area. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Past development in Nevada and Placer Counties has resulted in a substantial conversion of native habitat to other uses, with adverse effect on native plants and animals. Although most future projects proposed in the region would be required to mitigate significant impacts on terrestrial biological resources, in compliance with CEQA, the federal Endangered Species Act, the California Endangered Species Act, and other State, local, and federal statutes, it is possible that the net loss of native habitat for plants and wildlife and open space areas that support important terrestrial biological resources will continue. This would be a potentially significant cumulative impact.

The effect of future development under the GPU on biological resources is analyzed in Section 4.4, "Biological Resources." As noted in Section 4.4, future development under the GPU could result in adverse impacts on special-status species and sensitive habitats, such as riparian habitats, sensitive plant communities, and other sensitive natural communities. Compliance with State law, federal law, and GPU policies and actions would reduce potential impacts of future development under the GPU and require project-level environmental review to evaluate potential impacts on

biological resources and mitigate significant impacts on special-status plant and wildlife species. In addition, the GPU includes policies that require reconnaissance surveys for special-status species, specific avoidance and mitigation measures to prevent disturbance or direct loss of these species, and specific compensation requirements if impacts cannot be avoided. Compliance with federal, State, and local laws protecting biological resources, as well as GPU policies and actions would substantially lessen the likelihood of adverse effects on special-status species and sensitive habitats; however, because the exact location of future development is not known, impacts to these resources could still occur and would be significant and unavoidable. The GPU's contribution to this cumulatively significant biological resources impacts would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-5: Cumulative Cultural Resources Impacts

The project would contribute to cumulative impacts associated with damage or loss of cultural resources. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

As described in Section 4.5, "Cultural Resources," the town includes cultural resources. Impacts to a subsurface archaeological find at one project site are generally not made worse by impacts from another project to a cultural resource at another site. Rather, the resources and the effects upon them are generally independent. However, some archaeological resources could have regional importance, and individual impacts to these resources could collectively result in greater, more adverse impacts. Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. As a result, the potential for cumulative impacts related to cultural resources is cumulatively significant, and the impact would be cumulatively considerable.

The impacts of future development under the GPU and Downtown Truckee Plan may be individually significant. Cumulative development in the region would be likely be required to implement mitigation to avoid or reduce impacts that is consistent with the requirements of the GPU and Downtown Truckee Plan. Nonetheless, because of the potential for permanent loss of resources of regional significance or that contribute to the larger cultural landscape, the impacts of the GPU and Downtown Truckee Plan could combine with cumulative impacts to cultural resources in the surrounding counties to create cumulatively significant impacts, and the incremental impact of the GPU would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-6: Cumulative Energy Impacts

Population growth through the planning horizon would increase energy demand in the greater cumulative impact area, as well as the town. All subsequent discretionary development would be evaluated for consistency with adopted plans to improve energy efficiency or encourage renewable energy. This development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. Market factors, regulations, and policies and actions in the GPU would result in efficient and necessary consumption of energy that is not wasteful. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Potential impacts related to increased energy consumption from future development under the GPU are evaluated in Section 4.6, "Energy." Construction that could occur with future development under the 2040 General Plan would result in a temporary increase in fuel consumption. However, it is anticipated that fuel would not typically be consumed in a wasteful manner during construction of individual projects under the GPU, as it is in the interest of construction contractors to meet project schedules and minimize costs. This translates to various efficiencies, including in the use of energy resources. Under the GPU, the town's energy demand would increase along with population growth; however, State regulations would require a higher proportion of electricity to be generated from zero carbon electricity sources and energy efficiency measures would be integrated into new construction and existing buildings. In addition, the GPU would establish policies that include a robust set of vehicle miles traveled (VMT) reduction measures that encourage alternative modes of transportation to reduce overall motor vehicle use and associated gas and diesel consumption.

Development in surrounding counties will also consume energy; however, it is likely that the same or similar factors governing development in these areas would result in efficient energy use. For example, construction contractors would be encouraged to be energy efficient as a matter of best business practices and would be required to adhere to air quality standards that require minimization of emissions and strict energy standards. Therefore, impacts related to energy would not be cumulatively significant on a regional scale. As such, despite other growth and development in the cumulative impact analysis area that could result in increases in the demand for energy, future development under the GPU would not result in the wasteful or inefficient use of energy.

The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-7: Cumulative Geology and Soils Impacts

Geology and soils impacts may be related to increased exposure to seismic hazards; increased risks associated with landslide, soil expansion, and subsidence; and loss of paleontological resources. These effects would occur independently of one another and are related to site-specific and project-specific characteristics and conditions. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Impacts related to geology and soils that may result from future development under the GPU and Downtown Truckee Plan are analyzed in Section 4.7, "Geology and Soils." Geology and soils impacts may be related to increased exposure to seismic hazards and increased risks associated with landslide, soil expansion, and subsidence. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts. In addition, existing regulations in the California Building Code, Town of Truckee Development Code, and policies in the GPU specify mandatory actions that must occur during project development, which would adequately address the potential for effects from construction or operation of projects related to geology, soils, and seismicity. For example, construction of future projects would be subject to applicable codes and regulations and seismic safety requirements

and recommendations contained in project-specific geotechnical reports. It is anticipated, therefore, that any potential impacts associated with geologic and soil conditions would be mitigated within the respective sites of these future projects.

Similarly, although future development could be located on properties that contain paleontological resources, which could damage or destroy previously undiscovered resources, GPU policies and existing regulations would reduce the potential for impacts. Policy CC-4.1 protects paleontological resources by requiring discretionary development projects be assessed for cultural resource by qualified professionals and that the projects are designed to avoid potential impacts to significant cultural resources whenever possible. This policy is supported by Development Code 18.30.040 bullet B which outlines specific actions and timings of cultural resource surveys, and bullet C2 which allows for preconstruction excavation testing.

The incremental effects of the GPU related to geology and soils would not combine with development that would occur as a result of forecasted growth in the cumulative impact area to produce cumulatively considerable impacts because future projects would also be required to comply with applicable regulations to minimize effects on geology and soils. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact related to geology and soils would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required for geology and soils impacts.

Impact 5-8: Cumulative Greenhouse Gas Emissions Impacts

The project would contribute to global climate change. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), greenhouse gases (GHGs) have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. Therefore, the impacts discussed in Section 4.8, "Greenhouse Gas Emissions," are also the cumulative effects of implementation of future development under the GPU.

The GPU includes a number of policies and programs that would help to reduce GHG emissions in all sectors. However, while evidence demonstrates that the policies and actions of the GPU would support GHG reductions, for several reasons as described in Section 4.8, the future GHG reduction effectiveness of GPU implementation cannot be reliably quantified and compared to the State's post-2030 reductions. As a result, the GPU would result in a significant and unavoidable impact. No additional mitigation or information regarding future available technology advancements or future State plans for achieving post-2030 emission reductions is available at this time that can be further quantified or estimated qualitatively. Thus, the GPU's incremental contribution to cumulatively significant GHG emission effects would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-9: Cumulative Hazards and Hazardous Materials Impacts

Hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would ensure that site-specific impacts are appropriately addressed and cannot combine with site-specific impacts from other project sites. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Topics addressed in Section 4.9, "Hazards and Hazardous Materials," are related to the transport, use, or disposal of hazardous materials or hazardous waste; reasonably foreseeable upset and accident conditions; hazardous emissions, particularly near schools; inclusion on a list of hazardous materials sites; proximity to airports; and consistency with emergency evacuation plans. Existing regulations specify mandatory actions that must occur during project development and operation and potential safety issues related to proximity to schools and airports. In addition, impacts related to hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts.

As described in Section 4.9, impacts resulting from implementation of the GPU associated with hazards and hazardous materials would be less than significant because Town activities and discretionary development would be required to comply with federal, State, and local regulations as well as GPU policies and actions that would substantially lessen potential impacts. The incremental effects of the GPU related to hazards and hazardous materials would not combine with development that would occur as a result of other forecasted growth to produce cumulatively considerable cumulative impacts because future projects would also be required to comply with federal, State, and local regulations to minimize hazards and hazardous materials impacts. With implementation of existing regulations, the project's incremental impacts related to hazards and hazardous materials would not be cumulatively significant, and the project would not have a considerable contribution such that a new cumulatively significant impact related to hazards and hazardous materials would occur.

The GPU includes policies and actions to address potential for interference with emergency response or evacuation plans, such as requiring future developments to provide multiple ingress/egress points to facilitate emergency vehicle access and mobility. The GPU also recommends the coordination of circulation and development plans with public safety agencies, fire department/districts and emergency service providers. Fire officials take cumulative roadway capacity into account in determining potential effects on evacuation planning. The GPU would not have a cumulative effect on implementation of adopted emergency response or evaluation plans when considered in conjunction with growth anticipated in the greater cumulative impact area.

Implementation of the GPU would result in a potentially significant impact from the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Nevada and Placer Counties also contain large areas of high and very high FHSZs and cumulative development in or adjacent to these areas would similarly be exposed to and would exacerbate wildfire risk and wildfire-related adverse effects. Implementation of GPU policies and actions, and compliance with state and federal law would reduce fire hazard risks associated with development to the extent feasible. Implementation of the GPU policies described in Section 4.20 would reduce the contribution of the proposed GPU to cumulative impacts associated with exposure to significant risk from wildfire and development and related activities that might exacerbate the risk of fire with various adverse outcomes. Despite implementation of all feasible policies to address wildfire hazards, existing and proposed development may have impacts related to wildfire and cumulative development in the region would likely result in similar impacts with similar mitigation challenges. As a result, implementation of the GPU would have an incremental contribution to a cumulatively significant wildfire impact, and this impact would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-10: Cumulative Hydrology and Water Quality Impacts

The effects of buildout of the project on surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards would be addressed though compliance with existing regulations. The Town's Development Code specifies mandatory actions that must occur during project development, which would adequately address the potential for construction or operation of projects to affect water resources, as noted throughout the impacts discussed in Section 4.10, "Hydrology and Water Quality." Development associated with anticipated population growth in the greater cumulative impact area would be subject to similar state and local regulations. The combined effects of other projects in the cumulative impact area would not be cumulatively significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The cumulative setting for hydrology and water quality impacts in the Truckee GPU area is the Truckee River Watershed and the Martis Valley Groundwater Basin. The Truckee River provides water to the City of Reno and cumulative impacts would occur if projected development under the GPU would considerably affect hydrology and water quality. Impacts associated with this environmental issue area may be related to surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards. Existing regulations in the Town Development Code specify mandatory actions that must occur during project development, which would adequately address the potential for construction or operation of projects to affect water resources, as noted throughout the impacts discussed in Section 4.10, "Hydrology and Water Quality." Future development would be subject to the National Pollutant Discharge Elimination System (NPDES) MS4 permit and would be required to comply with best management practices (BMPs) in the Development Code; GPU policies related to hydrology and water quality; and the General Construction NPDES permit. New development and redevelopment projects would require implementation of plans that identify and implement a variety of BMPs to reduce the potential for erosion or sedimentation. As a result of compliance with these regulations, impacts associated with individual projects would not be substantial and, in the cumulative scenario, would not combine with impacts associated with other development (which would be subject to similar requirements) within the watershed or groundwater basin to cause an increase in stormwater runoff rates or volumes and would not introduce new sources of surface water and groundwater pollution. Thus, impacts from combined projects in the cumulative impact area are not cumulatively significant, and the impact of the project would not be cumulatively considerable. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-11: Cumulative Land Use and Planning Impacts

Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or implementation of projects that do not adhere to adopted plans and regulations. Moreover, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to oppose development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU-12.9). The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

The geographic scope of cumulative land use and planning impacts is primarily confined to the Town of Truckee. It is unlikely that projects in adjacent Nevada and Placer Counties would be inconsistent with plans or regulations

adopted to protect environmental resources. Cases where projects are approved despite inconsistencies with applicable policies, standards, and regulations would be isolated and would not combine such that there is a cumulative effect to land use and planning in the region. There is not a significant cumulative impact as a result of community division or implementation of projects that do not adhere to adopted plans and regulations. Moreover, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to oppose development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU-12.9). The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

5-12: Cumulative Mineral Resources Impacts

Construction of incompatible land uses could result in functional loss of availability of known mineral resources. There is not a significant cumulative mineral resources impact. Moreover, the GPU would designate much of the land with mapped mineral resources as Resource Conservation/Open Space and Public. The GPU also includes policies that restrict uses in these areas to those compatible with mineral resource extraction. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Construction of incompatible land uses could result in functional loss of availability of known mineral resources. There has not been loss of mineral resources throughout the cumulative impact area that has resulted in a significant cumulative loss of mineral resources. The mineral resources policies and actions identified in the GPU provide a framework for identifying, recognizing, updating, and protecting areas with significant mineral resource potential. These policies and actions would protect existing and future designated mineral resources and would prevent land use incompatibilities with mining operations. Cumulative development in Nevada and Placer Counties would be subject to similar land use policies that require consideration of mineral resources. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-13: Cumulative Noise Impacts

The project would contribute to cumulative traffic noise impacts. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant noise impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Noise impacts associated with future development under the project are analyzed in Section 4.13, "Noise." Noise impacts are based on factors related to site-specific and project-specific characteristics and conditions, including distance to noise sources, barriers between land uses and noise sources, and other factors. Noise impacts are typically site-specific and only combine when cumulative development occurs in close proximity.

Future development under the GPU could include the construction of residences and other noise-sensitive land uses near existing transportation noise sources, which may be exposed to noise levels exceeding the Town's standard. Due to the distribution characteristics of sound and vibration, construction noise and vibration are generally limited to the vicinity of individual project sites, and because construction activities would have to be concurrent to have a cumulative effect, construction activities in the cumulative impact area would generally not combine with other construction activities in the overall area to result in a cumulative effect. Although noise and vibration impacts would

remain significant and unavoidable for the project, there would not be cumulative impacts related to construction noise and vibration to which the project would contribute.

Future development under the GPU would increase noise along area roadways over the life of the plan. There may be cases where discretionary development would result in project-generated traffic noise above the Town standard. This project-level impact would be significant and unavoidable. Noise associated with traffic generated by cumulative development in adjacent Nevada and Placer Counties would combine with traffic noise generated by the GPU to result in a significant cumulative impact. Because traffic noise impacts of the GPU would remain significant and unavoidable, the potential for cumulative impacts related to traffic noise would be cumulatively significant, and the project would have a considerable contribution.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-14: Cumulative Population and Housing Impacts

Future development under Truckee2040 would not induce substantial population growth inside or outside of the town because GPU policies are focused on managing and planning for the location of projected future growth within the town and maximizing efficient development patterns. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

For population and housing, the cumulative setting includes the town, unincorporated Nevada County, and adjacent Placer County. On a cumulative basis, population and housing impacts are regulated by the Town through the implementation of its general plan, and in unincorporated Nevada County and adjacent Placer County by their respective general plans. Future development under Truckee2040 would not induce substantial population growth inside or outside of the town because GPU policies are focused on managing and planning for the location of projected future growth within the town and maximizing efficient development patterns. Finally, the GPU includes policies and programs to ensure adequate low-income housing for projected increases in low-income employment opportunities through the planning horizon.

As discussed in Section 4.14, "Population and Housing," future development under Truckee2040 would not result in substantial displacement of existing residents because implementation of the policies and actions in GPU and Downtown Truckee Plan would ensure that future development could be accommodated within the policy area. Therefore, implementation of Truckee2040 would not have a considerable contribution such that a new cumulatively significant population and housing impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-15: Cumulative Public Services Impacts

Future development under Truckee2040 would not induce substantial demand for public services outside of the town. Similarly, anticipated growth in the cumulative impact area would not increase demand for public services in the town. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Impacts to public services related to future development under the GPU are analyzed in Section 4.15, "Public Services." This assessment includes an analysis of the need for new facilities or modification to facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools, emergency services, police protection, fire protection, and other public facilities. Public schools are provided by school districts to areas within their jurisdictions. While districts may have cross-jurisdictional boundaries, school services are still provided at the local, rather than regional, level. Law enforcement, fire protection, and emergency services are provided by local governments or fire protection districts for areas within their jurisdiction, although mutual aid agreements between agencies do help spread resources. The U.S. Forest Service and California Department of Forestry and Fire Protection provide fire protection services within many rural areas. All of these agencies are responsible for providing services to meet demand within their service areas. Cumulative public services impacts would be less than significant.

Ultimately, the project includes policies and actions that would adequately plan for necessary public services to meet future growth demands. The incremental effects of the GPU would not combine with development that would occur as a result of future growth to produce cumulatively considerable impacts because future development projects would be site-specific and would be required to evaluate the physical environmental impacts of constructing new or expanded public services infrastructure by local ordinances and State regulations. The potential physical environmental impacts resulting from the construction of new or expanded public facilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. Many of the physical environmental impacts that would occur with development of public facilities, would also occur with future development in general (e.g., effects on air quality, noise, water quality). Each of these environmental impact areas has been evaluated throughout this draft EIR, and in some cases, these impacts would result in potentially significant impacts. Further, based on the limited jurisdiction of public services providers, cumulative growth outside of the respective services areas would not affect the provision of services in the jurisdiction of other service providers. Thus, the project would not have a cumulatively considerable contribution such that a new cumulatively significant public services impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-16: Cumulative Recreation Impacts

Future development under Truckee2040 would not induce substantial demand for recreation facilities outside of the town. Similarly, anticipated growth in the cumulative impact area would not increase demand for recreation facilities in the town. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be **less than significant**.

Impacts to recreation related to future development under the GPU are analyzed in Section 4.16, "Recreation." This assessment includes an analysis of the potential for the project to 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, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Truckee Donner Recreation and Park District operates parks and recreational facilities in Truckee, while federal, state, and other local entities provide recreation facilities in the greater area of Placer and Nevada Counties. While population growth in Placer and Nevada Counties could lead to greater demand for parks, cumulative parks expansions are not anticipated to have an adverse physical effect on the environment. Cumulative recreation impacts would be less than significant.

Within the town, the project includes policies and actions that would adequately plan for necessary recreational facilities to meet future growth demands. The incremental effects of the GPU would not combine with development that would occur as a result of future growth to produce cumulatively considerable impacts because future development projects would be site-specific and would be required to evaluate the physical environmental impacts of constructing new or expanded recreation facilities by local ordinances and State regulations. The potential physical environmental impacts resulting from the construction of new or expanded park facilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. Many of

the physical environmental impacts that would occur with development of park facilities would also occur with future development in general (e.g., effects on air quality, noise, water quality). Each of these environmental impact areas has been evaluated throughout this draft EIR. Thus, the project would not have a cumulatively considerable contribution such that a new cumulatively significant recreation impact would occur. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-17: Cumulative Transportation Impacts

Over the planning horizon, the service population (residents, employees, and visitors) in the town, would increase. As a result, vehicle trips and overall VMT would increase. Growth projected in the cumulative impact area would result in a similar increase in total VMT. Cumulative transportation impacts would be significant. Within the town, VMT per service population would be reduced through policies and actions proposed in the GPU. However, the effectiveness of the proposed VMT reducing polices and actions and subsequent vehicle trip reduction effects are uncertain. The GPU's contribution to this cumulatively significant transportation impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impacts to transportation related to future development under the GPU are analyzed in Section 4.17, "Transportation." The travel demand model used to analyze the project reflects the changes to future growth patterns assumed as part of the GPU. The VMT impact analysis relies on existing and future growth accommodated through the GPU and accounts for the projected growth of the surrounding counties. The discussion of VMT impacts associated with the project in Impact 4.17-2 addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. Therefore, the transportation impacts identified in Section 4.17 are inherently cumulative. The potential for cumulative impacts related to transportation and traffic would be cumulatively significant, and the project would have a considerable contribution. As detailed under Impact 4.17-2, implementation GPU policies and actions, as monitored and managed under GPU Action M-1.G , would reduce VMT generated by the project; however, it is unknown to what degree and it is possible that the reduction needed to bring the VMT per capita to a less-than-significant level would not be achievable. Therefore, the project's contribution to substantial effects related to VMT would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-18: Cumulative Tribal Cultural Resources Impacts

The project would contribute to cumulative impacts associated with damage or loss of tribal cultural resources. There is no feasible mitigation for this impact beyond the policies and actions included in the GPU. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

As described in Section 4.18, "Tribal Cultural Resources," the town includes tribal cultural resources. Some tribal cultural resources could have regional importance, and individual impacts to these resources could collectively result in greater, more adverse impacts. Because all significant tribal cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant tribal cultural resources, all adverse effects erode a dwindling resource base. As a result, the potential for cumulative impacts related to tribal cultural resources is cumulatively significant, and the impact would be cumulatively considerable.

The impacts of future development under the GPU would be individually significant. Cumulative development in the region would be likely be required to implement mitigation to avoid or reduce impacts that is consistent with the requirements of the GPU and Downtown Truckee Plan. Nonetheless, because of the potential for permanent loss of resources of regional significance or that contribute to the larger cultural landscape, the impacts of the GPU could combine with cumulative impacts to tribal cultural resources in the surrounding counties to create cumulatively significant impacts, and the incremental impact of the GPU would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Impact 5-19: Cumulative Utilities and Service Systems Impacts

Future development under Truckee2040 would not induce substantial demand for utilities and service systems outside of the town. However, the combined demand for some utilities, such as electricity, could result in the need to construct new or expected infrastructure outside of the town. The cumulative effects of related projects would be potentially significant. However, the demand for utilities and associated environmental effects within the town would not result in cumulatively considerable environmental effects. Cumulative impacts would be **less than significant**.

Impacts to utilities and services related to future development under the GPU are analyzed in Section 4.19, "Utilities and Service Systems." This analysis includes an examination of potential impacts related to the availability and capacity of water supply, wastewater, and solid waste disposal; the need to develop new or expanded utility infrastructure; and the potential to disrupt utility services. Development associated with the GPU would increase demand for water supply, wastewater, and solid waste disposal services. Overall, the local service providers within the town are responsible for ensuring the delivery of utility services in a safe, efficient, and reliable manner based on adopted plans for growth.

Future development within the town would be guided by the GPU, Development Code, and other associated planning and policy documents. The Town and utility providers would be involved in the development review process for all projects in the town and would continue to provide input during the review of new projects to ensure that they comply with all federal, state, and local regulations and ordinances protecting utility services, including complying with all water conservation measures and solid waste reduction measures implemented by the Town or the state. Actual capacity would be refined on a project-by-project basis, in consultation with the utility providers. Further, the proposed GPU is generally consistent with the types and areas of development to accommodate future population and utility providers would use the revised land use diagram in planning future utility infrastructure in the planning area.

Future development under the GPU could result in environmental impacts due to the need to construct new or expanded utility infrastructure. The potential physical environmental impacts resulting from the construction of new or expanded public utilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. All improvements, undergrounding, and necessary relocations related to utility services would be completed in accordance with Town and provider standards, including the applicable provisions of the Development Code, and in accordance with regulations promulgated by the California Energy Commission. The utility providers base demand projections on the growth anticipated in regional planning documents, such as the GPU, and regularly update planning based on new and revised projections. Infrastructure upgrades would be accomplished through the required design review and approval of electricity, natural gas, and telecommunication plans through the Town and the appropriate regulatory agencies and utility providers. Upgrade to utility transmission infrastructure outside of the Town would occur in accordance with long range plans prepared by utility providers based on regional and state-wide energy demand data and projections. The potential indirect effects of projects constructed outside of the town to serve anticipated population growth are outside regulatory authority of the Town. The implementation of the GPU policies and actions, and compliance with existing regulations

would reduce potential significant environmental effects due to the construction of new or expanded utility infrastructure. However, the Town does not have jurisdiction and authority over utility equipment outside the town to ensure the utility companies are compliant with existing regulations. For this reason, there would be a potentially cumulative impact.

Therefore, implementation of Truckee2040 would not have a considerable contribution to the cumulatively significant impact of utility construction. Cumulative impacts would be **less than significant**.

Mitigation Measures

No additional mitigation is required.

Impact 5-20: Cumulative Wildfire Impacts

Wildfire risk within the cumulative impacts area is an existing significant cumulative condition. Development anticipated to occur with buildout of the GPU could exacerbate wildfire risks in the cumulative impact area. Cumulative impacts would be **significant and unavoidable**.

As discussed in Section 4.20, "Wildfire," wildfires have caused destruction to large areas of rural and urban lands in Nevada and Placer Counties. Thus, wildfire risk within the cumulative impacts area is an existing significant cumulative condition, particularly within very high and high fire hazard severity zones (FHSVs). Implementation of the GPU would result in a potentially significant impact from the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires because new residential, commercial, and industrial development would occur in or adjacent to high and very high FHSZs. Nevada and Placer Counties also contain large areas of high and very high FHSZs and cumulative development in or adjacent to these areas would similarly be exposed to and would exacerbate wildfire risk and wildfire-related adverse effects. Implementation of GPU policies and actions, and compliance with state and federal law would reduce fire hazard risks associated with development to the extent feasible. Implementation of the GPU policies described in Section 4.20 would reduce the contribution of the proposed GPU to cumulative impacts associated with exposure to significant risk from wildfire and development and related activities that might exacerbate the risk of fire with various adverse outcomes. Despite implementation of all feasible policies to address wildfire hazards, existing and proposed development may have impacts related to wildfire and cumulative development in the region would likely result in similar impacts with similar mitigation challenges. As a result, implementation of the GPU would have an incremental contribution to a cumulatively significant wildfire impact, and this impact would be cumulatively considerable.

Mitigation Measures

No additional feasible mitigation measures are available to reduce impacts.

Significance after Mitigation

The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

6 ALTERNATIVES

6.1 INTRODUCTION

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "…shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "feasibly attain most of the basic objectives of the project"), CCR Section 15126.6(f)(1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the Town of Truckee Town Council. (See PRC Sections 21081.5, 21081[a] [3].)

6.2 TRUCKEE2040 DEVELOPMENT

Truckee2040, as proposed, is the product of a planning process that included the preparation of a Land Use Alternatives Briefing Book (Town of Truckee 2021). As described in Chapter 3, "Project Description," this process incorporated input from the community and the General Plan Advisory Committee (GPAC) and regulatory requirements, under the guidance of industry professionals, to consider land use and policy options during development of Truckee2040. The town-wide alternatives are made up of different combinations of land use options for five focus areas around Truckee. Throughout the land use alternatives process, the Town hosted 12 GPAC meetings to receive input on the land use alternatives, including identification of focus areas for the land use alternatives, priorities for the land use process, and likes and dislikes of the current land use plan. In the fall of 2021, the Town presented the various land use options for the five focus areas to the Planning Commission and Town Council to select a preferred land use plan for the GPU. The preferred land use plan has been incorporated into the GPU as the land use diagram.

6.3 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

6.3.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of a specific alternative to attain most of the basic objectives of the project (CCR Section 15126.6[a]). Chapter 3, "Project Description," articulates the project objectives for Truckee2040, which are reproduced here.

The objectives of the GPU are to:

- Maintain and enhance the quality of life and unique community character of Truckee through preservation of the town's special characteristics and resources and development of new land uses that support and complement the community.
- Emphasize and enhance the visual and physical connection between the town's natural and built environment.
- Encourage mixed use development along corridors and within neighborhood centers and promote sustainable land use patterns.
- Create a comprehensive and sustainable multimodal transportation system that supports the daily travel needs of residents, commuters, second homeowners, and visitors alike through equitable investment in all modes.
- Enhance natural systems by promoting aquatic and terrestrial biodiversity and by implementing environmental, ecological, and conservation-minded strategies.
- Increase the amount of permanently protected, connected, and publicly accessible open space in and around Truckee.
- Reduce greenhouse gas emissions in all sectors, including transportation, land use, building energy, and solid waste, through comprehensive and robust planning and implementation.
- Minimize the potential risk to life and property from natural and human-made hazards in the town.
- Meet the demand for industrial land and support a modern industrial economy.
- Build upon the Town's existing assets to diversify and strengthen the local economy in ways that are appropriate and responsive to Truckee's community, businesses, and natural environment.

The objectives specific to the Downtown Truckee Plan are:

- Preserve and enhance the historic mountain character of the downtown area.
- Maintain and enhance the walkable downtown core as the heart and soul of the community with a vibrant mix of land uses, historic character, and services and amenities.

- Provide access to the Truckee River.

6.3.2 Environmental Impacts of Truckee2040

Sections 4.1 through 4.20 of this draft EIR address the environmental impacts of implementation of Truckee2040. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant, and potentially significant, adverse impacts of the project, as identified in Chapter 4 of this draft EIR and summarized below. There are no impacts that would be reduced to a less-than-significant level through mitigation. If an environmental issue area analyzed in this draft EIR is not addressed below, it is because no significant impacts were identified for that issue area.

SIGNIFICANT AND UNAVOIDABLE IMPACTS OF TRUCKEE2040

The following impacts would be significant and unavoidable:

Aesthetics

- Impact 4.1-3: In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings

Air Quality

- Impact 4.3-1: Generate Construction-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$
- Impact 4.3-2: Generate Operation-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$
- Impact 4.3-4: Expose Sensitive Receptors to a Substantial Incremental Increase in TAC Emissions
- Impact 4.3-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Biological Resources

- Impact 4.4-4: 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

Cultural Resources

- Impact 4.5-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource pursuant to Section 15064.5

Greenhouse Gas Emissions

- Impact 4.8-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment
- Impact 4.8-2: Conflict with Any Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

Hazards and Hazardous Materials

- Impact 4.9-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

Noise

- Impact 4.13-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the Town Development Code

- Impact 4.13-2: Generate a Substantial Permanent Increase in Traffic Noise Levels at Noise-Sensitive Land Uses in Excess of the Standards in GPU Policy SN-8.8
- Impact 4.13-3: Expose New Sensitive Land Uses to Railroad Noise Levels in Excess of the Land Use Compatibility Standards for Community Noise Environment Identified in the Proposed Safety and Noise Element
- Impact 4.13-5: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Transportation

- Impact 4.17-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

Tribal Cultural Resources

- Impact 4.18-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Wildfire

- Impact 4.20-2: 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 Wildfire in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone
- Impact 4.20-3: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone
- Impact 4.20-4: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

6.4 ALTERNATIVES CONSIDERED BUT NOT EVALUATED FURTHER

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project, and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See PRC Section 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency, but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following alternatives were considered by the Town but are not evaluated further in this draft EIR.

6.4.1 Alternative Locations

State CEQA Guidelines Section 15126.6(f)(2) states that the "key question and first step" in analysis of alternatives is whether any significant impacts would be avoided or substantially lessen by moving the project to an alternative location.

REASONS FOR REJECTION

Truckee2040 is a comprehensive update of the existing General Plan for the Town of Truckee. Truckee2040 establishes the Town's vision for development and resource management through the year 2040 and will serve as the fundamental land use and resource policy document for the Town. Therefore, an alternative site or location where Truckee2040 could be implemented would not be feasible or appropriate because the Town only has jurisdiction over lands within its legal boundaries. As such, this alternative has been rejected from further consideration.

6.4.2 No Development Alternative

As described in the "Introduction" above, CEQA requires that a no project alternative be considered (CCR Section 15126.6[e]) to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. CEQA further specifies that the discussion of the no project alternative will usually proceed along two lines: A) when the project is a revision of an existing land use or regulatory plan, the no project alternative will be the continuation of the existing plan, policy or operation into the future, and the comparison would compare the environmental effects that would occur under the existing plan to those associated with the proposed plan; or B) if the project is other than a land use or regulatory plan, for example a development project on identifiable property, the no alternative is the circumstance under which the project does not proceed, and the discussion would compare the environmental effects of continued existing conditions versus the effects if the project is approved (CCR Section 15126[e][3]). The Town of Truckee considered these two lines for selection of the no project alternative and has evaluated an alternative that is consistent with option A as Alternative 1 below. The "No Development Alternative" (which is consistent with option "B") is described below, including the reasons for rejecting the alternative.

Many of the significant and unavoidable effects of Truckee2040 are associated future development that would accommodate the forecast growth in the town. These include the potential for change in the significance of cultural paleontological, and tribal cultural resources; the potential to locate development in a High Fire Risk Area; increased vehicles miles traveled (VMT), and effects on air quality. The No Development Alternative would prohibit all new development. No alterations would occur (with the exception of previously approved or entitled development); all existing residential, commercial, office, industrial, public facilities, agriculture and open space, along with utilities and roadways would generally remain in their current condition.

REASONS FOR REJECTION

This alternative was rejected from detailed consideration in the draft EIR because it would not meet the Town's housing objectives. Implementation of this alternative would not provide adequate housing to meet the Town's state-mandated obligations to provide its fair share of housing.

As described in Section 4.13, "Population, Employment, and Housing," Government Code Section 65863 requires that cities and counties ensure their general plans provide for regional housing needs. In addition, cities and counties are required to have no "net loss" of lower and moderate-income dwelling units. The Town cannot take action that would reduce identified affordable housing sites for these income categories. Due to inconsistency with state regulations, this alternative would be infeasible. It should also be noted that this alternative would not achieve several of the objectives established for Truckee2040. Specifically, the objectives related to mixed-use development; reducing GHG emissions; and support of a modern industrial economy. Halting all development in the town would impair the town's ability to grow, adapt, and remain economically viable. As a result, this alternative has been rejected from further consideration.

6.4.3 Increased Open Space Alternative

During scoping, commenters identified open space as a highly valued amenity and environmental resource and suggested that designating more areas as Open Space, including the undeveloped site directly east of the Tahoe Forest Hospital and Levon Avenue, known as the Upper McIver site, would reduce environmental impacts. The proposed GPU designates approximately 3,900 acres as Resource Conservation/Open Space. Of the approximately 15,200 acres of the town outside of previously approved plan areas, 7,200 acres (47 percent) is designated Public, Open Space Recreation, or Resource Conservation/Open Space.

This alternative would increase the amount of land designated for open space by changing a portion of the approximately 7,600 acres of land currently designated for other uses (i.e., Business Innovation; Commercial; Corridor Mixed Use; Low, Medium and High Density Residential; Hospital Campus; Industrial; Neighborhood Mixed Use; Riverfront Mixed Use; Rural Residential and Rural Residential Cluster; and Very Low Density Residential) to Resource Conservation/Open Space. Although the precise location of potential Resource Conservation/Open Space land has not been designated for the purpose of this discussion, it is anticipated that this alternative would generally mirror the land use diagram identified for Alternative E: Low Growth in the *Land Use Alternative Briefing Book* (Town of Truckee 2021), a tool that the Town used to ultimately select a preferred land use alternative.

There are several open space preservation tools the Town could explore to achieve this, including further clustering development, transfer of development rights, and land acquisition. Clustering development allows for development to occur in a way that maximizes the preservation of open space without reducing a property owner's development rights. A transfer of development rights allows a developer to essentially purchase the rights from the property that the community wants to preserve and transfer those rights to another property. However, this is a complex program that is highly dependent on market dynamics and only works if there is a suitable "receiver site" that can receive density for hundreds of additional housing units and property owners or developers willing to purchase development rights for that increased density. The purchase of property by a land trust allows land to be placed under a conservation easement. Alternatively, a bond measure could allow the community to essentially tax itself to purchase the land for public open space. Each of these options present challenges requiring additional investigation.

REASONS FOR REJECTION

An alternative with increased open space would likely reduce environmental impacts compared to the proposed project because it would decrease the potential for development in the town. However, implementation of this alternative would face legal constraints, as explained below. Designating additional land as Open Space would also make it difficult to meet the project's objectives related to housing and employment opportunities.

The potential for a regulatory takings issue presents the biggest challenge to downzoning land. A "taking" occurs where the land use designation change eliminates development rights and economic use of a property zoned for development. State law also limits the Town's ability to downzone residentially designated land. Senate Bill 330, known as the Housing Crisis Act, prevents the Town from reducing residential capacity on a site zoned for housing without identifying replacement capacity. In addition, it is difficult to downzone higher density housing element sites identified and approved by the State as feasible sites for lower-income development in a manner consistent with the Government Code and the no net loss law discussed above.

Specific areas that were proposed for redesignation as open space are Canyon Springs (located at the eastern town limits within the greater Glenshire area) and Upper McIver (located just east of Tahoe Forest Hospital and Levon Avenue). Both of these sites are currently undeveloped but are designated for residential use in the existing 2025 General Plan. The Canyon Springs site has been purchased by a non-profit for conservation and is proposed as open space in the GPU. The Upper McIver site is part of the Town's Housing Element inventory of sites for affordable housing. Thus, the requirements of the no net loss law apply. To downzone the Upper McIver property, in order to avoid violating the no net loss law, the Town would need to find replacement capacity in other areas of town. As described above, transfer of development rights is contingent on property owners or developers willing to and purchase development rights, as well as the feasibility of identifying more desirable locations for the housing within the town. In addition, the Town could face challenges associated with a potential regulatory takings issue.

Nearly half of the land within the town limits that is not planned through a community or specific plan is designated for open space or public use. As explained above, to designate additional area for open space the Town would need to further cluster and intensify development, initiate a complex program to transfer development rights, and/or purchase the property outright for preservation as a public resource. The GPU includes plans to cluster development and intensify land uses in infill areas. Greater intensity than planned by the GPU in these areas could result in urban land use types that are not consistent with the character and function of the town. Programs to transfer development rights or purchase property are outside the scope of the planning framework in the proposed GPU. Further, designating additional parcels as open space would hamper the Town's ability to meet the project objectives. As a result, this alternative has been rejected from further consideration.

6.5 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

The following alternatives are evaluated in this draft EIR.

- Alternative 1: No Project-No General Plan Update (Continue 2025 General Plan)
- Alternative 2: Infill Development
- Alternative 3: Reduced Development in Focus Areas
- Alternative 4: Advanced Greenhouse Gas Reduction

Table 6-1 provides the approximate development capacity for each of the alternatives selected for detailed analysis and the proposed GPU. Further details on these alternatives, and an evaluation of environmental effects relative to the environmental effects of Truckee2040, are provided below.

Table 6-1 Comparison of Net New Development Capacity at Buildout

Area/District	Single Family Dwelling Unit	Multifamily Dwelling Units	Lodging (rooms)	Commercial (1,000 sq ft)	Office (1,000 sq ft)	Industrial (1,000 sq ft)
Proposed General Plan Update						
Donner Lake Area	298	102		45	15	
Gateway District	86	549		142	43	
North State Route 89	481	450	129	143	46	126
West River District	17	122		51	23	0
Glenshire Area	322	74		23	8	
Remaining Areas	1,720	1,730	264	487	255	119
TOTAL	*2,924*	*3,027*	*393*	*891*	*390*	*245*
Alternative 1: No Project-No General Plan Update (Continue 2025 General Plan)						
Donner Lake Area	297	14		50	21	
Gateway District	70	124		128	45	
North State Route 89	452	330	129	130	46	99
West River District	0	85		30	12	0
Glenshire Area	315	7		46	19	
Remaining Areas	1,724	1,739	264	487	240	119
TOTAL	*2,859*	*2,299*	*393*	*871*	*383*	*219*
Alternative 2: Infill Development						
Donner Lake Area	298	102		45	15	
Gateway District	86	810		213	66	
North State Route 89	446	560	129	143	46	126
West River District	0	71		212	107	149

Area/District	Single Family Dwelling Unit	Multifamily Dwelling Units	Lodging (rooms)	Commercial (1,000 sq ft)	Office (1,000 sq ft)	Industrial (1,000 sq ft)
Glenshire Area	322	74		23	8	
Remaining Areas	1,720	1,730	264	487	255	119
TOTAL	*2,872*	*3,347*	*393*	*1,123*	*496*	*394*
Alternative 3: Reduced Development in Focus Areas						
Donner Lake Area	294	78		45	15	
Gateway District	93	215		122	43	
North State Route 89	481	450	129	143	46	126
West River District	6	41		23	14	0
Glenshire Area	322	74		23	8	
Remaining Areas	1,724	1,739	264	487	240	119
TOTAL	*2,919*	*2,597*	*393*	*842*	*365*	*245*
Alternative 4: Advanced Greenhouse Gas Reduction						
Donner Lake Area	298	102		45	15	
Gateway District	86	549		142	43	
North State Route 89	481	450	129	143	46	126
West River District	17	122		51	23	0
Glenshire Area	322	74		23	8	
Remaining Areas	1,720	1,730	264	487	255	119
TOTAL	*2,924*	*3,027*	*393*	*891*	*390*	*245*

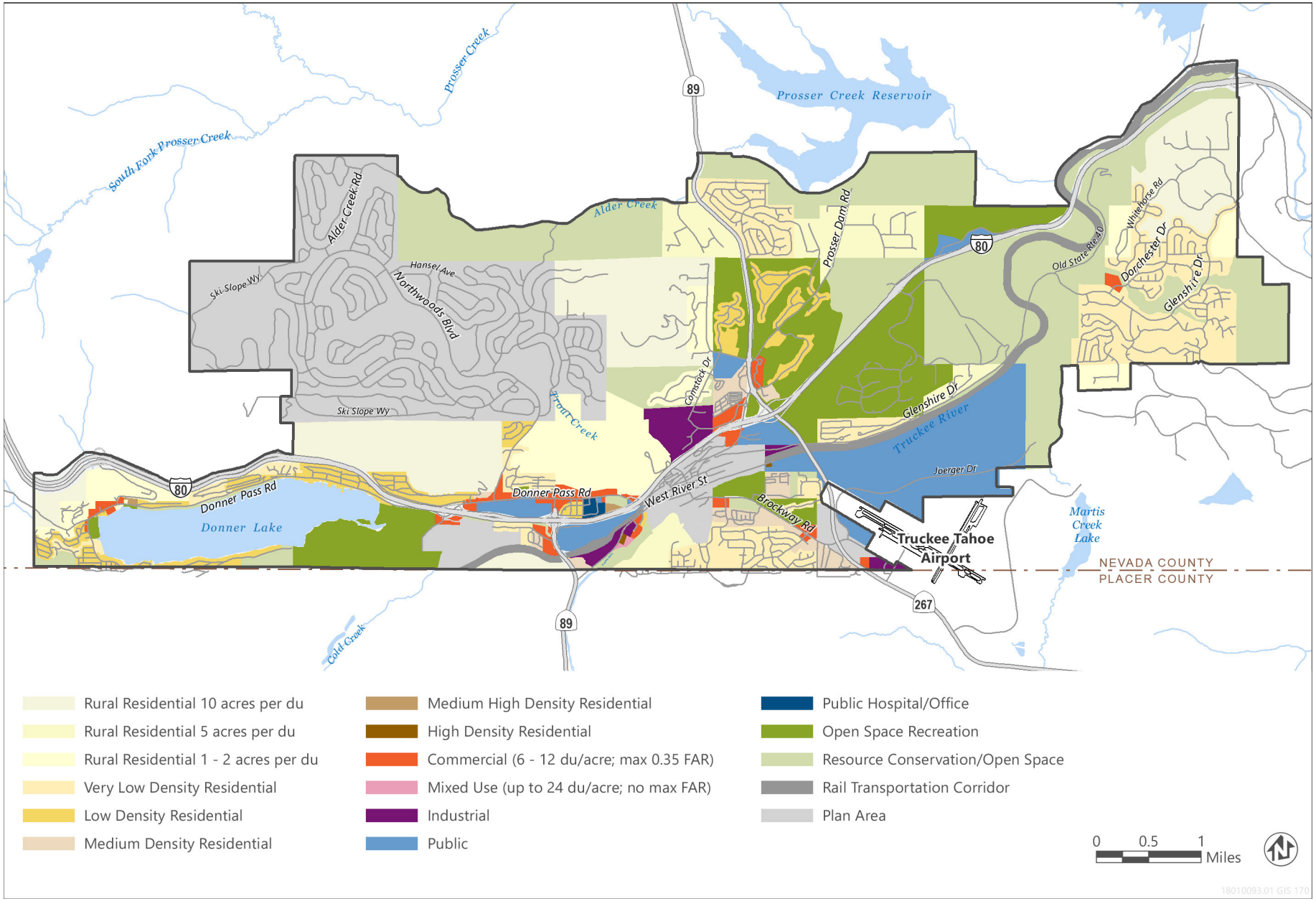
Source: Data developed by Ascent in 2022.

6.5.1 Alternative 1: No Project – No General Plan Update (Continue 2025 General Plan)

Alternative 1 continues the existing development type and intensity allowed under the 2025 General Plan. This alternative was evaluated in the *Land Use Alternatives Briefing Book* (Town of Truckee 2021) as Alternative A: Continue 2025 General Plan. For the purpose of comparison, the land use designations in Alternative 1 have been updated to correspond with the new nomenclature for the land use designations applied in the proposed GPU. However, the existing policies and actions would remain in effect and the total development capacity would be the same as anticipated under the existing 2025 General Plan. As shown in Table 6-1, the development capacity of Alternative 1 is slightly lower than the proposed GPU. However, because there would be no change in forecasted market demand, forecasted growth in population, housing units, and jobs through the planning horizon (2040) is assumed to be the same as under the GPU, although the development capacity to full buildout would differ (see Table 6-1). The land use diagram for this alternative is provided as Figure 6-1.

ALTERNATIVE EVALUATION

Alternative 1 is evaluated below to allow decision makers to compare the impacts of the proposed GPU against the impacts of not approving the proposed project, consistent with Section 15126.6 of the State CEQA Guidelines. Because the land use plans are substantially similar between the 2040 General Plan and the No Project – No General Plan Alternative, potential adverse environmental impacts of development under each alternative would be similar both in type and severity. This would include impacts to forestry resources, geology and soils, population and housing, and public services and recreation. In many cases, federal, state, and local regulations would reduce the potential for adverse environmental impacts.



Source: Adapted by Ascent in 2022.

Figure 6-1 No Project Alternative

There are also several new and revised policies and implementation programs included in the GPU that would be more protective of the environment than the under the No Project – No General Plan Update Alternative. The new policies are primarily included in the Climate Action Plan Element. Policies included in the GPU that would not be implemented under Alternative 1 would primarily affect issues related to air quality, greenhouse gases, energy, and vehicle miles traveled (VMT) as follows.

- Decreased GHG emissions from current levels though the implementation of GHG reducing policies and programs integrated into the plan.
- Increased emphasis on mixed-use development.
- VMT reduction through providing transit alternatives, transit improvements, innovative shared transportation model, electric vehicle and bike charging stations, and expansion of bicycle and pedestrian networks.

In addition, this alternative would not include policies that afford protections to community character and cultural resources protection through new and improved roadway screening and tree preservation standards, commercial development and signage standards, standards for cultural resource preservation and historic design standards, and restoration initiatives for historic resources. Alternative 1 does not include a commitment to protect sensitive habitats and wildlife corridors; control the spread of invasive plant species; or an express policy to ensure adequate management of the Truckee River and Donner Lake and their riverbanks or shorelines to restore riparian habitat, improve and maintain water quality, limit flood risks, and provide recreational opportunities. In addition, this alternative would designate approximately 2,300 acres as Resource Conservation/Open Space; 1,600 acres less than the proposed GPU. Fire safety standards for new and existing development, including defensible space implementation, fire protection plans, fire-resistant landscaping, and wildfire hazard awareness would not be included under this alternative. Overall, because the No Project – No General Plan Update Alternative would not contain the new policies and actions proposed in the GPU that are protective of the environment, it would result in greater impacts. The significant and unavoidable impacts of the GPU related to air quality, climate change and GHGs, cultural and tribal cultural resources, noise and vibration, transportation and circulation, and wildfire would be more severe with implementation of the No Project – No General Plan Update Alternative.

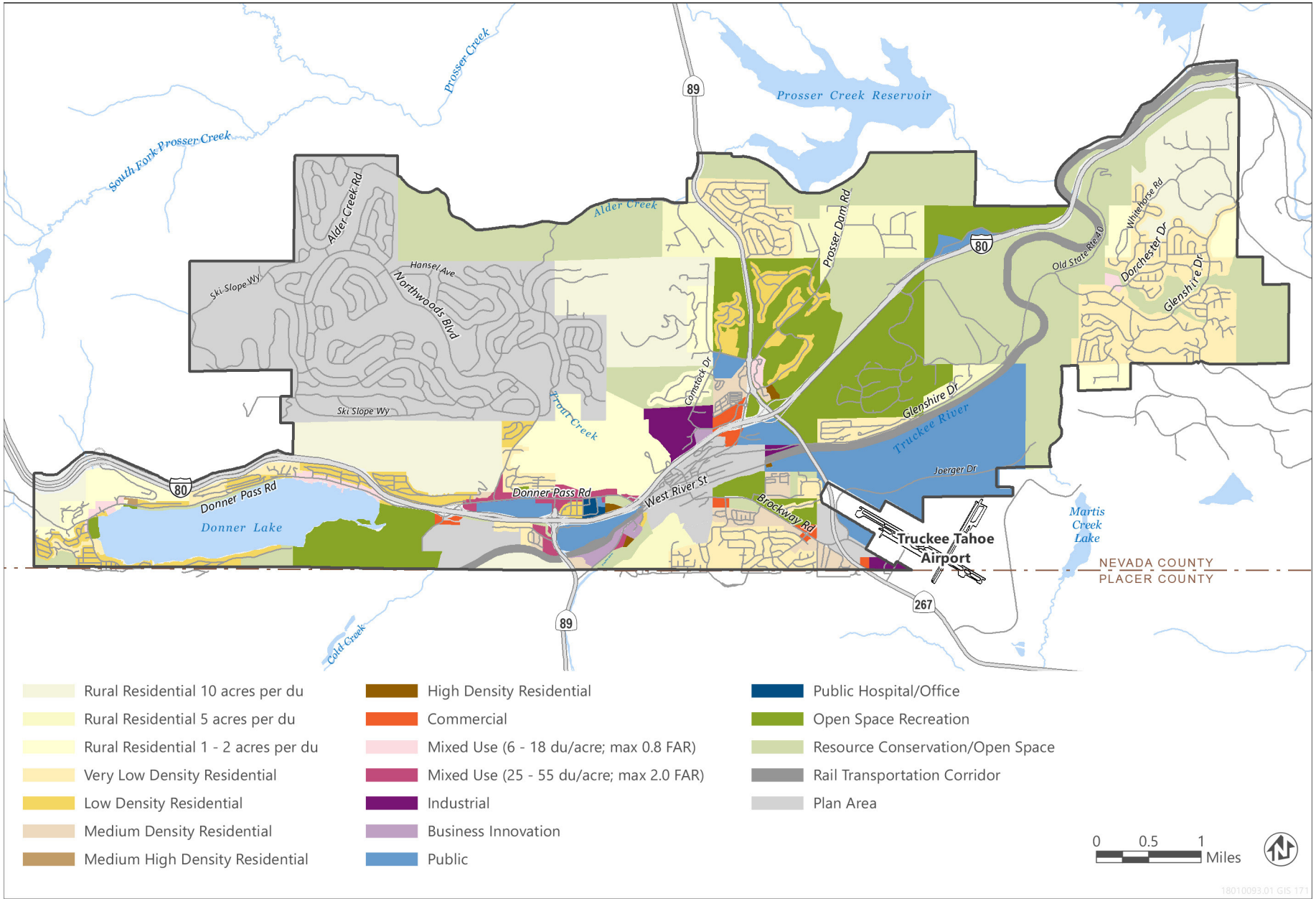
CONSISTENCY WITH PROJECT OBJECTIVES

While this alternative would not be inconsistent with the objectives established for the GPU, the No Project – No General Plan Update Alternative would not fulfill the objectives to the degree that the GPU would (specifically, the project objectives related to sustainable land use patterns, multimodal transportation systems, reduction of greenhouse gas emissions, minimization of potential risk to life and property, and supporting a modern industrial economy). It is also important to note that Alternative 1 does not address topics and issues pursuant to state requirements that have been adopted since the existing general plan was approved. These include environmental justice, transportation issues such as assessing VMT and analyzing transportation systems more holistically (e.g., "Complete Streets"), and wildfire hazards. In addition, Alternative 1 does not include a CAP which, among other things, would include policies to reduce the Town's contribution to global climate change.

6.5.2 Alternative 2: Infill Development

The Infill Development Alternative would include the same policies and implementation programs as the GPU evaluated in this draft EIR but would revise the land use diagram to encourage more compact development patterns. The land use diagram for this alternative is provided as Figure 6-2.

Alternative 2 focuses on supporting higher density housing and mixed-use infill development along existing corridors and centers and additional open space and resource conservation lands along the river and on the periphery. This alternative is based on Alternative D: Infill Development, as identified in the *Land Use Alternatives Briefing Book* (Town of Truckee 2021). In the Gateway, the land adjacent to the hospital would be designated Mixed Use – High (24-55 dwelling units per acre [du/ac]; max 2.0 floor-area ratio [FAR]) rather than Corridor Mixed Use and High Density Residential (18-



Source: Adapted by Ascent in 2022.

Figure 6-2 Infill Alternative

24 du/ac) rather than Medium High Density Residential (12-18 du/ac). For the purpose of this evaluation, it is assumed that Alternative 2 would include the same policies and actions as the GPU evaluated in this EIR.

As a result of the additional density allowed in the developed areas of the town, this alternative would have higher development capacity at buildout (see Table 6-1). However, this alternative assumes no change in market demand for housing types, commercial uses, or industrial development. Forecasted growth in population, housing units, and jobs in the unincorporated area by 2040 is assumed to be the same as under the GPU. This alternative could also include use of a transfer of development rights programs in which landowners outside of developed areas of the town would be compensated for redirecting their development rights to land within these areas. As described above, such a program would be difficult to implement because they are highly dependent on market dynamics. It would require identification of suitable infill sites that can receive density and property owners or developers willing to purchase development rights for that increased density, as well as the willingness of property owners outside of the developed areas to sell their development rights. In addition, this alternative would use policy incentives and disincentives to focus future population, housing, and employment growth within the most developed areas of the town. The types of policies and programs that would be created or revised to focus development within these areas would include changing development impact fees, parking standards, and permitting timelines. This alternative may also include an action to develop a program that would incentivize conversion of golf courses located in developed areas to residential uses.

ALTERNATIVE EVALUATION

Alternative 2 would modify the proposed land use diagram. The alternative would include the same policies and actions as the GPU evaluated in this EIR, with the addition of policies and programs to incentivize growth within the infill areas.

The Infill Development Alternative was identified for evaluation to address significant impacts related to transportation and greenhouse gas emissions. Higher density development is generally anticipated to reduce VMT and associated GHG emissions due to the proximity to goods and services, as well as alternative modes of transportation. This alternative could also result in reduced impacts to biology, cultural resources, hydrology and water quality, and potential to exacerbate wildfire hazards by concentrating the development required to accommodate the projected increase in population over the planning horizon to within established communities. At buildout, the land use plan of this alternative could reduce VMT and associated GHG emissions. A compact form and integration of land uses can reduce the number and length of single occupancy vehicle trips, and support notable increases in walking, biking, use of public transit, and other alternatives to driving alone.

However, while this alternative encourages concentrated development (e.g., through incentivized development impact fees, parking standards, or permitting timelines and programs that encourage redevelopment of golf courses) in areas that already support urban uses, it does not preclude development in other areas of the town and, while Alternative 2 could focus new development anticipated to result from population growth that is forecast to occur over the life of the GPU within a smaller disturbance footprint, this pattern of growth cannot be assured. In addition, short-term construction-related impacts associated with proximity to sensitive receptors may increase with implementation of this alternative. This could result in impacts related to air quality during construction and increase the potential for construction-related noise and vibration near existing and proposed receptors. Construction in more urban areas is also more likely to occur where there are documented or undocumented hazardous materials releases that could complicate development (although these issues would typically be addressed through compliance with existing regulations). With the compact development pattern, this alternative may also be more likely to expose new and existing sensitive uses to unacceptable levels of traffic noise than the proposed GPU. These effects of Alternative 2 may be more severe than implementation of the GPU.

CONSISTENCY WITH PROJECT OBJECTIVES

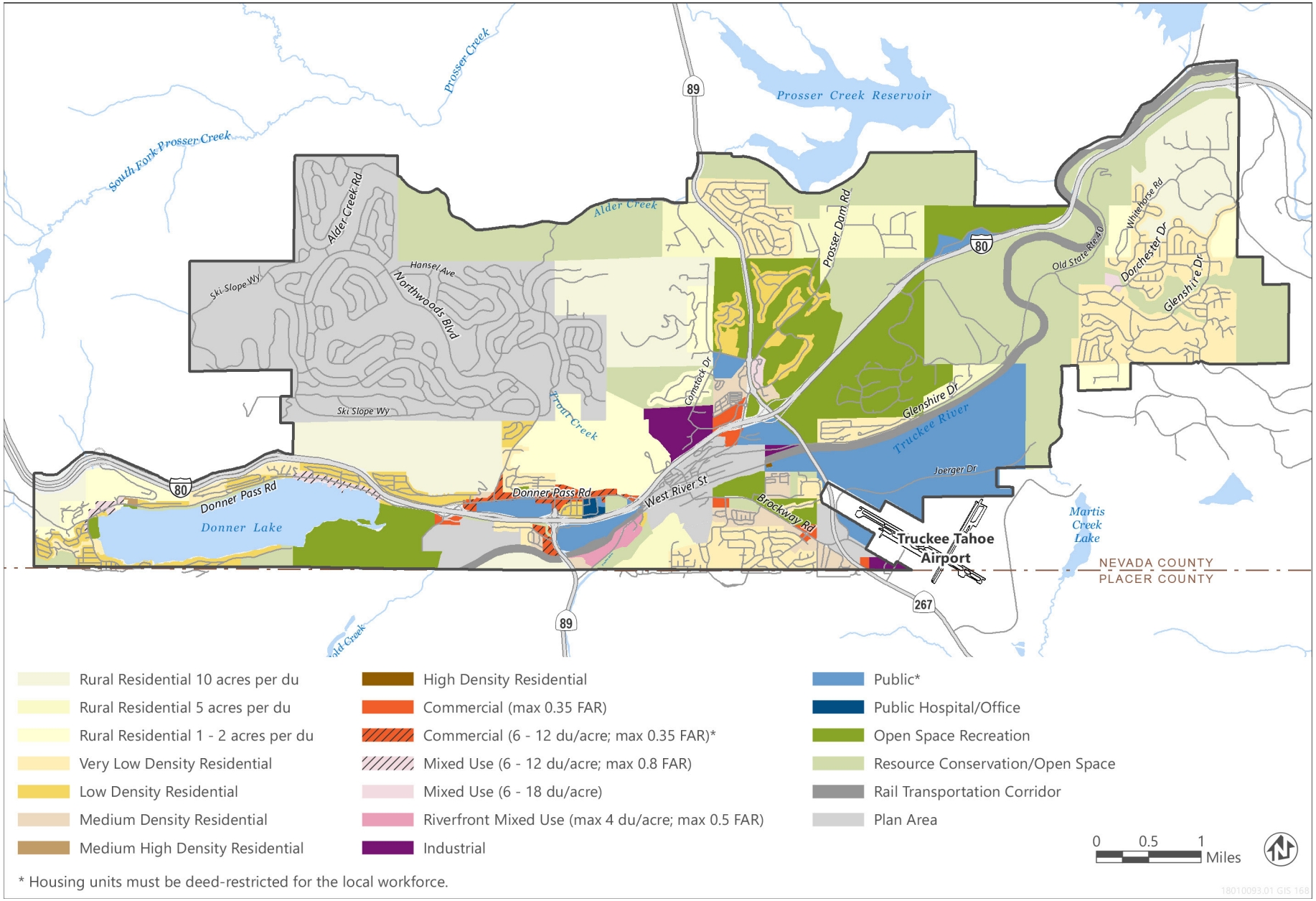
This alternative would be consistent with the objectives established for the GPU.

6.5.3 Alternative 3: Reduced Development in Focus Areas

Alternative 3 is similar to Alternative 1 and the GPU. The alternative is evaluated in this EIR at the express request of the group Mountain Area Preservation (MAP), which outlined the components of the land use alternative in correspondence submitted in response to the notice of preparation for this EIR. For the purpose of this evaluation, it is assumed that Alternative 3 would include the same policies and actions as the GPU evaluated in this EIR.

The alternative proposed by MAP would reduce development in the Donner Lake area, Gateway District, and West River District compared to the proposed GPU by decreasing the allowed residential density and non-residential FAR. This alternative would generally allow the same land use types proposed in the GPU, with the exception of one site in the Gateway District, which would be designated Resource Conservation/Open Space. The following summarizes the proposed land use designations under this alternative. The development capacity proposed under this alternative is shown in comparison to the proposed GPU and the 2025 General Plan (Alternative 1) in Table 6-1. The land use diagram for this alternative is included as Figure 6-3.

- Donner Lake Area. This alternative would include the same land use designations identified in the GPU but would reduce the allowed residential density of the Mixed Use designation from 6 to 18 du/ac to 6 to 12 du/ac. This alternative would establish a maximum FAR of 0.8, consistent with the GPU. Building height would be limited to a maximum of two stories.
- Gateway District. This alternative would generally preserve the existing land use designations in the 2025 General Plan for the Gateway District (consistent with Alternative 1). This alternative would designate parcels along Donner Pass Road as Commercial, allowing residential uses at 6 to 12 du/ac only if deed-restricted for the local workforce and a maximum FAR of 0.35. In contrast, the GPU would designate parcels along Donner Pass Road for mixed use, allowing densities of 12 to 24 du/ac (except for the area east of Frates Lane and north of Donner Pass Road where 12 to 32 du/ac would be permitted) and a maximum FAR of 1.25. Additionally, this alternative proposes to redesignate the undeveloped site directly east of the area, which is currently designated Public Hospital/Office, to Open Space, which would require development of a program to transfer development rights. This alternative also requires that all housing proposed in the Public designation be deed-restricted for the local workforce. The remaining land use designations for the Gateway District would be consistent with those proposed in the GPU.
- North State Route 89 Area. This alternative proposes to preserve the industrial designation at the developed Pioneer Commerce Center site, south of Pioneer Trail and Trails End. This designation would limit live/work and workforce housing to 4 du/ac and non-residential development to a maximum FAR of 0.35, rather than the Business Innovation designation proposed under the GPU, allowing live/work and workforce housing up to 12 du/ac and non-residential development at a maximum FAR of 0.5. However, no further growth is assumed in this area under both the proposed GPU and this alternative due to the built-out nature of the site.
- West River District. This alternative would include the same Mixed Use designation for the West River District as the GPU; promoting redevelopment and industrial land use clean-up. This alternative would limit the residential uses to a density of 4 du/ac and non-residential uses to a maximum FAR of 0.5. This is substantially lower than the residential density of 6 to 18 du/ac and maximum FAR of 1.0 proposed in the GPU.
- Glenshire Area. This alternative proposes land use designations consistent with the GPU, allowing Mixed Use (6 to 18 du/ac and a maximum FAR of 0.8) at the Glenshire Center at Glenshire Drive and Dorchester Drive. Like the GPU, this alternative would preserve the Canyon Springs site on the eastern town boundary as Resource Conservation/Open Space.
- Remaining Areas. This alternative proposes land use designations consistent with the GPU for all other areas of the town. This includes various residential, commercial, and mixed-use designations in the Downtown and designating the Truckee Springs site as Resource Conservation/Open Space. The proposed designations are consistent with the previously adopted plans for Coldstream Specific Plan, Joerger Ranch Specific Plan, Railyard Master Plan, and Hilltop Master Plan.



Source: Adapted by Ascent in 2022.

Figure 6-3 MAP Alternative Land Use Diagram

ALTERNATIVE EVALUATION

This alternative would reduce the maximum density allowed in some key areas, such as around Donner Lake, the Gateway Corridor, and the West River District. Additionally, all housing proposed in the Public designation would be deed-restricted for the local workforce. As a result, growth under this alternative may be slightly reduced (see Table 6-1). Because the land use plans are substantially similar between the 2040 General Plan and Alternative 3, potential adverse environmental impacts of development under each alternative would be similar both in type and severity. This would include impacts to noise and vibration, population and housing, and public services and recreation. In many cases, federal, state, and local regulations would reduce the potential for adverse environmental impacts.

This alternative would also decrease density and allowable building height around Donner Lake and in the Glenshire area, which could slightly reduce aesthetic impacts of new development in these areas. The Reduced Development in Focus Areas Alternative includes a proposal to limit building height to a maximum of two stories in the Donner Lake area. The GPU does not specify building height, but rather directs the Town to amend the Development Code to reflect the land use designations established by the GPU (see LU-1.A, "Development Code Update"). Within the Donner Lake area, a limitation on the height of structures could result in greater preservation of community character and views of the lake from surrounding vantage points. In addition, potential for development of highly visible property in the Gateway Corridor would be reduced, which could result in less impact to visual character and quality, including those associated with additional light sources. The reduced densities and multifamily units could also slightly reduce the demand for public services and use of the recreational amenities in the area.

This alternative could result in an increase in undeveloped open space, particularly in the Gateway Corridor, which would result in a small reduction in potential for habitat loss and degradation and other effects of land conversion related to visual resources, cultural and tribal cultural resources, and hydrology and water quality. However, reducing development density in key economic centers such as the Gateway Corridor, SR 89, and West River could result in additional development of areas that are less centrally located. This can increase both the use of vehicles and the length of vehicle trips. For this reason, this alternative is anticipated to result in slightly greater transportation and circulation impacts.

In addition, as discussed above for the Increased Open Space Alternative, there is potential for a regulatory takings challenge to downzoning land. State law also limits the Town's ability to downzone residentially designated land. In addition, it is difficult to downzone higher density housing element sites identified and approved by the State as feasible sites for lower-income development in a manner consistent with the Government Code and the no net loss law discussed above. As described above, transfer of development rights is contingent on property owners or developers willing to and purchase development rights, as well as the feasibility of identifying more desirable locations for the housing within the town.

CONSISTENCY WITH PROJECT OBJECTIVES

This alternative would be generally consistent with the objectives established for the GPU. However, because Alternative 3 would reduce density in existing neighborhoods, this alternative would be less consistent with the objective to reduce greenhouse gas emissions in the transportation sector.

6.5.4 Alternative 4: Advanced Greenhouse Gas Reduction

This alternative would build upon the proposed GPU and would have the same land use diagram and development capacity as the GPU. In addition, the policies and actions proposed in the GPU would be supplemented with a suite of policies intended to further reduce the Town's GHG emissions in alignment with the State's long-term goals. These advanced measures would push the limits of technological feasibility and would require greater monetary investment than those included in the proposed GPU, as described further below. Importantly, while this alternative would result in progress toward achieving long-term targets, it is not anticipated that the targets would be met. An offset program would be required to demonstrate consistency with achievement of the 2045 and 2050 targets.

Specific policies and actions that would be included in this alternative are outlined below.

BUILDING ENERGY

Decarbonize Existing Development - **Develop and implement a comprehensive building energy retrofit program and retrofit requirements at point of sale or during major renovations to decarbonize the existing building stock through energy efficiency improvements and electrification.** The energy retrofit program would require substantial funding and oversight, as well as considerations for the Town's climate and concerns regarding health and safety and environmental justice. Further, while these measures may be possible from a technological standpoint, the Town does not have the legal authority to require improvements to existing, private homes and businesses.

To achieve major participation in the retrofitting of existing buildings, several policies could be deployed by the Town, including subsidies or incentive programs, large-scale public information campaigns and partnerships with other public agencies, community groups, non-profit organizations, and others. Further, revenue sources from the County, State, or other private sources would need to be established to fund these programs. Incentives or subsidies for property owners would be designed to reduce energy consumption through the retrofitting of appliances, windows, insulation, and lighting and deployment of on-site renewable energy generation and storage systems. Adopting ordinances to require energy efficiency or on-site renewable energy system improvements could be aimed at specified trigger points, such as the point-of-sale or during application for major building renovations.

Zero Net Energy Standard – **Develop and adopt a Zero Net Energy (ZNE) Standard that applies to all new development after 2024.** ZNE means that the total amount of energy consumed by a building on an annual basis is equal to the amount of renewable energy generated by the building (or on the site). Measures to achieve ZNE for new buildings could include adopting an ordinance requiring ZNE for all new buildings, both commercial and residential. As described above, although the ZNE standard would be feasible to implement, it is anticipated that climate would pose unique challenges that would require further study.

100 Percent Renewable Electricity – **Supply 100 percent renewable electricity to the community through existing utilities or by creating or joining a community choice aggregator.** This policy would require close coordination with Tahoe Donner Public Utilities District, which currently includes renewables in the energy mix, and may result in the need for new grid infrastructure and local renewable energy installations.

TRANSPORTATION

Electric and Alternatively Fueled Vehicles – **Facilitate widespread adoption of electric vehicles and alternatively fueled vehicles through charging infrastructure installations, education, and incentives.** An action that requires the Town to install specific numbers of charging stations by certain benchmark years may facilitate adoption of electric vehicles by area residents. This action would require further study of logistical and monetary challenges to implementation.

Electric and Alternatively Fuel Landscaping and Construction – **Require that all construction and landscaping activities performed by the Town employ carbon-free new off-road vehicles and equipment.** This policy would require adequate supply of equipment and charging/fueling infrastructure that are carbon free. Carbon-free equipment is not currently readily available. Factors associated with availability and cost may impair the Town's implementation of key projects. Requiring costly new equipment may also disproportionally affect small businesses that do not have adequate capital to upgrade equipment.

ALTERNATIVE EVALUATION

Alternative 4 would have impacts that are substantially similar to the proposed GPU. It is anticipated that total energy demand and GHG emissions would be reduced; however, decarbonizing existing buildings and additional electric vehicle charging would result in greater demand for electricity and may stress existing infrastructure. In conjunction with the 100 percent renewable energy requirements, this could result in infrastructure upgrades and new renewable energy projects that may result in impacts to resources including aesthetics and biological resources. As described in

the analysis of the proposed GPU, federal, state, and local regulations would reduce the potential for adverse environmental impacts in many cases. In addition, site-specific evaluations would be necessary to determine the extent to which impacts occur and the level of mitigation necessary to reduce significant environmental effects. The identification of environmental impacts and appropriate mitigation measures is subject to the discretion of the Town Council, Planning Commission, or Community Development Director, depending on the permit type and decision-making authority. Effects on visual and aesthetic resources could be greater than implementation of the GPU, based on the potential for additional infrastructure requirements.

CONSISTENCY WITH PROJECT OBJECTIVES

Alternative 4: Advanced Greenhouse Gas Reduction would be consistent with the objectives established for the GPU and would further the objective to reduce GHG emissions.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-1 provides a qualitative summary of the environmental effects of the alternatives evaluated above in comparison to the effects of Truckee2040 to identify the environmentally superior alternative. As summarized in Table 6-1, the No Project Alternative is not environmentally superior. In fact, in those resource areas where significant and unavoidable impacts are identified for the 2040 General Plan, the No Project Alternative would result in similar or greater effects because it would not include new and revised policies that would be more protective of resources, reduce GHG emissions.

Alternatives 2, 3, and 4 all present potential environmental benefits and would, overall, reduce the effects of the GPU while achieving the project objectives. These alternatives, however, are based on concepts that have social, economic, and legal ramifications to implementation.

Alternative 2 may reduce effects anticipated in the areas of biological resources, GHG emissions, cultural resources, hydrology and water quality, transportation, and wildfire. The reductions would be very modest and would depend on the identification and implementation of policies and programs that incentivize infill and successfully transfer development rights such that new growth is largely limited to the developed areas of the town. These policies have not been fully developed and their effectiveness is not known. Therefore, while this alternative could result in a reduction in effects, no significant effects would be reduced to less than significant. Further, the concentration of development could result in greater exposure of existing sensitive receptors to issues, including those related to air quality during construction and transportation noise.

Alternative 3 would generally result in similar or slightly reduced effects in all environmental issue areas, including those for which the GPU would result in significant and unavoidable effects. However, like Alternative 2, this alternative is not anticipated to avoid a significant impact. Rather, this alternative would result in relatively minor changes in a few key focus areas within the town. Reducing density of development in these areas could result in sprawling development throughout the town, which could slightly reduce impacts associated with vehicle traffic, including GHG emissions, and introduce greater growth pressure in the wildland-urban interface. In addition, the changes to the Gateway District proposed in this alternative would conflict with the adopted housing element and require the identification of an appropriate site for density transfer. Such a site or program was not identified in the alternative proposal. This could affect the legal feasibility of the alternative. Overall, given the similarity of this alternative to the proposed GPU, environmental impacts at the programmatic scale for buildout of Alternative 3 would be substantially similar to those identified for the GPU.

Alternative 4 would also have impacts that are substantially similar to the proposed GPU. Energy demand and GHG emissions would be reduced; however, the required renewable infrastructure could result in impacts to aesthetic and biological resources beyond those evaluated for implementation of the proposed GPU. Moreover, the additional GHG reductions would require substantial financial and social investment.

Based on the evaluation provided herein, Alternative 2 is the environmentally superior alternative. However, the benefits of this alternative are minor and depend on effective incentives for infill and transfer of development rights from less developed areas of the town. Without these components of the alternative, Alternative 2 would not reduce the effects of the GPU.

Table 6-2 Comparative Summary of Alternative Impacts

Environmental Topic	Proposed Project	Alternative 1: No Project – No General Plan Update (Continue 2025 General Plan)	Alternative 2: Infill Development	Alternative 3: Reduced Development in Focus Areas	Alternative 4: Advanced Greenhouse Gas Reduction
Aesthetics, Scenic Resources, and Light Pollution	Less than Significant	Similar	Similar	Slightly less	Slightly greater
Air Quality	Significant and Unavoidable	Similar	Similar	Similar	Similar
Biological Resources	Significant and Unavoidable	Slightly greater	Slightly less	Similar	Slightly greater
Climate Change and Greenhouse Gas Emissions	Significant and Unavoidable	Similar	Slightly less	Slightly greater	Slightly less
Cultural, Paleontological, and Tribal Cultural Resources	Significant and Unavoidable	Slightly greater	Slightly less	Slightly less	Similar
Energy	Less than Significant	Slightly greater	Similar	Similar	Slightly less
Forestry Resources	Less than Significant	Similar	Similar	Similar	Similar
Geologic Hazards	Less than Significant	Similar	Similar	Similar	Similar
Hazards and Hazardous Materials	Less than Significant	Similar	Similar	Similar	Similar
Hydrology and Water Quality	Less than Significant	Similar	Slightly less	Slightly less	Similar
Noise and Vibration	Significant and Unavoidable	Slightly greater	Slightly greater	Similar	Similar
Population, Employment, and Housing	Less than Significant	Similar	Similar	Similar	Similar
Public Services and Recreation	Less than Significant	Similar	Similar	Similar	Similar
Transportation and Circulation	Significant and Unavoidable	Slightly greater	Slightly less	Slightly greater	Similar
Utilities and Service Systems	Less than Significant	Similar	Similar	Slightly less	Similar
Wildfire	Significant and Unavoidable	Slightly greater	Slightly less	Slightly greater	Similar

7 OTHER CEQA CONSIDERATIONS

This chapter discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures." These additional issues include growth-induing impacts, significant and unavoidable impacts, and significant and irreversible environmental changes.

7.1 GROWTH-INDUCING IMPACTS

In accordance with Section 15126.2(e) of the State CEQA Guidelines, "an EIR must discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." In addition, when discussing growth-inducing impacts of a proposed project, "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment" (State CEQA Guidelines Section 15126.2(e)).

The following discusses ways in which Truckee2040 could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment through the planning horizon. A subsequent update to the General Plan is anticipated and appropriate to guide the town's growth, based on updates population projections and the remaining development capacity post-2040. Therefore, the following discussion of growth inducement focuses on planning horizon, while acknowledging the trajectory beyond 2040, as described in Chapter 3, "Project Description," and the potential for the policies established to result in lasting and irreversible changes (see Section 7.3, "Significant and Irreversible Environmental Changes," below).

Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. Although growth inducement itself is not considered an environmental effect, it could potentially lead to environmental effects. In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, a change in zoning or general plan land use designation) or if economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base and employment expansion).

7.1.1 Population and Economic Growth

As discussed in Chapter 3, "Project Description," the project is a comprehensive update to the 2025 General Plan that establishes the community's vision for the development of Truckee through the year 2040 and will serve as the fundamental land use policy document for the Town. It is important to acknowledge that Truckee2040 would not facilitate growth in the Town; rather, it is intended to shape the location and type of development that would otherwise occur on land zoned and planned for certain uses. Truckee2040 would concentrate future growth within the town limits and would not make changes to unincorporated areas within the Town's sphere of influence, which is the Town's probable future growth area.

The growth projections used in Truckee2040 and this draft EIR are derived from forecasts prepared by BAE Urban Economics using baseline data from the U.S. Census Bureau and the observed annual rate of growth between 2000 and 2019 (0.9 percent). By 2040, the population is projected to grow from 16,700 residents (in 2020) to 20,100 residents, for an increase of 3,400 residents above existing conditions and 3,700 above 2018 conditions (as shown in Table 3-3 in Chapter 3, "Project Description"). This represents an approximately 17 percent increase in population by 2040 relative to existing conditions (2020).

By 2040, Truckee is projected to have approximately 8,100 households, which is an increase of approximately 1,500 households from 2018 conditions (as shown in Table 3-3 in Chapter 3, "Project Description"). Household projections are based on the observed average annual rate of growth between 2000 and 2019 (1.0 percent) through 2030 and

reduced to 0.9 percent after 2030 based on the assumption that the ratio of persons to occupied housing units will stabilize after 2030 (BAE 2020, 2021).

Truckee is also projected to have approximately 1,200 additional employment opportunities by 2040 (as shown Table 3-3 in Chapter 3, "Project Description"). This would foster economic sustainability within the town. It would also result in greater employment-generated secondary demand for goods and services to support new and expanding businesses. The projected population growth may also result in increased demand for services in the region, such as use of the Tahoe-Truckee Regional Airport, which is outside of the town limits. Airport operations are governed by the Truckee Tahoe Airport Land Use Compatibility Plan. Pursuant to the Public Utilities Code, the Town would coordinate with the Truckee Tahoe Airport Land Use Commission regarding the GPU and consistency with the growth projected in the Land Use Compatibility Plan and Master Plan, which is being updated by the airport district.

As described further in Section 4.13, "Population, Employment, and Housing," growth would be expected to occur without implementation of Truckee2040. The philosophy of Truckee2040 is that the Town would be prepared and able to accommodate forecasted growth, while adhering to policies that define where and how development would occur. Thus, Truckee2040 would accommodate future development that could result in economic growth; however, the growth would be consistent with the historic trends and growth forecasts that have been prepared for the Town.

7.1.2 Removal of Obstacles to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

Truckee2040 concentrates growth within the town limits, which could intensify the uses over what currently exists in some areas of the town. Truckee2040 does not, however, propose development outside of the Town boundary. As established in Goal LU-12 in the GPU, the Town would work with Nevada and Placer counties and the Truckee Tahoe Airport District to ensure that any development in the Truckee region is compatible with Truckee's goals and policies and enhances the quality of life for residents of Truckee and the wider region. Specifically, GPU policies would prevent uncontrolled growth outside of the Town limits (Policy LU-12.1); ensure that any development within the sphere of influence maintains consistency with the GPU (Policy LU-12.2); and require coordinated regional review of major projects with the Truckee Tahoe Airport District and Sierra, Nevada, and Placer Counties (Policy LU-12.3). Further, GPU implementation actions would require the Town to work with Nevada County and the Nevada County Local Agency Formation Commission (LAFCo) to develop annexation policies (Action LU-12.A); develop a transfer of development rights program and involve property owners, the Nevada County LAFCo, and Nevada County (Action LU-12.B); and work with Nevada and Placer Counties to develop a coordinated open space protection strategy for the Planning Area (Action LU-12.C). Through these policies and implementation actions, the Town would continue to work with the above entities to promote and maintain reasonable Town boundaries and a sphere of influence to prevent growth-inducing urban development in unincorporated areas.

The GPU includes policies and implementation actions to develop and maintain infrastructure to accommodate forecasted growth. This includes public facilities and services, transportation infrastructure, wastewater treatment and disposal, public utilities, electricity, and parks and recreation facilities. Future development consistent with the GPU could necessitate the construction of additional distribution and collection systems in areas that are not currently served by public utilities. In addition, it is anticipated that upgrading/upsizing of existing utilities could occur in areas where there is significant reinvestment in vacant or underutilized areas. It is expected that utilities would be appropriately sized to accommodate future development, rather than oversizing for unforeseen development, which would be more costly and not supported by forecasted growth estimates. It should also be noted that GPU policies and implementation actions would require the provision of adequate utilities infrastructure and capacity prior to development and subsequent infrastructure expansion projects would be subject to separate environmental review.

7.1.3 Conclusion

Planning documents, such as general plans, serve as blueprints for future population and job growth that is projected to occur. Truckee2040 is designed to accommodate forecasted growth in population and jobs in the town by 2040. Between 2018 and 2040, this increase is anticipated to be 3,700 additional residents, 3,200 dwelling units, and approximately 1,200 additional employment opportunities by 2040 (or approximately 168 people, 145 dwelling units, and 55 jobs per year, averaged over the 22-year period between 2018 and the 2040 planning horizon). Truckee2040 includes a comprehensive policy framework designed, in large part, to focus forecasted growth and minimize potential environmental impacts associated with that growth. Truckee2040 does not include land use designations, policies, or implementation actions that would promote growth beyond population projections. Therefore, because growth in the town will occur with or without approval of Truckee2040, and because Truckee2040 would not, in and of itself, induce growth, but rather would control and focus growth, impacts related to growth inducement would be less than significant.

7.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. After implementation of the recommended mitigation measures, most of the impacts associated with implementation of Truckee2040 would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level.

Aesthetics

- Impact 4.1-3: In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings

Air Quality

- Impact 4.3-1: Generate Construction-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$
- Impact 4.3-2: Generate Operation-Related Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$
- Impact 4.3-4: Expose Sensitive Receptors to a Substantial Incremental Increase in TAC Emissions
- Impact 4.3-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Biological Resources

- Impact 4.4-4: 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

Cultural Resources

- Impact 4.5-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource pursuant to Section 15064.5

Greenhouse Gas Emissions

- Impact 4.8-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment
- Impact 4.8-2: Conflict with Any Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

Hazards and Hazardous Materials

- Impact 4.9-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

Noise

- Impact 4.13-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the Town Development Code
- Impact 4.13-2: Generate a Substantial Permanent Increase in Traffic Noise Levels at Noise-Sensitive Land Uses in Excess of the Standards in GPU Policy SN-8.8
- Impact 4.13-3: Expose New Sensitive Land Uses to Railroad Noise Levels in Excess of the Land Use Compatibility Standards for Community Noise Environment Identified in the Proposed Safety and Noise Element
- Impact 4.13-5: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Transportation

- Impact 4.17-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

Tribal Cultural Resources

- Impact 4.18-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Wildfire

- Impact 4.20-2: 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 Wildfire in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone
- Impact 4.20-3: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone
- Impact 4.20-4: 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 in or Near State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zone

7.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the significant irreversible environmental changes that could result from implementation of the Truckee2040. Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would commit future generations to similar uses;
- the nature of the project would involve uses that could result in irreversible damage associated with potential environmental accidents;
- the project would involve a large commitment of nonrenewable resources; or
- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Truckee2040 would result in the long-term commitment of resources as a result of future development. While it would concentrate future development within the town limits, Truckee2040 would allow future development in undeveloped areas of the town that could result in the conversion of undeveloped land to urbanized or other developed uses. These conversions are considered a permanent irreversible change and would occur directly through construction of physical improvements and associated infrastructure on undeveloped land. Future development

could result in significant irreversible loss of sensitive vegetation communities that support rare, threatened, or endangered species, and impacts to these resources would be significant and irreversible. Truckee does not contain any Important Farmland or classified farmland; thus, none would be lost or converted with implementation of Truckee2040. Greenhouse gas emissions generated as a result of future development would be irreversible because they would persist in the atmosphere well beyond the 2040 horizon year; however, compliance with the proposed GPU policies would result in reduced emissions.

Construction and operational activities associated with future development under Truckee2040 would result in the irreversible consumption of nonrenewable resources, such as gasoline and diesel for on-road transportation and stationary engines and equipment; natural gas for space heating, cooking, and generating electricity; and water resources for indoor plumbing and outdoor landscaping. The irreversible commitment of limited resources is inherent in any development project, or in this case, a program of future development projects. Resources anticipated to be irreversibly committed over the horizon of Truckee2040 include but are not limited to lumber and other forest products; sand, gravel, asphalt, and concrete; petrochemicals; construction materials; and steel, copper, lead, and other metals. As described in Section 4.6, "Energy," the construction and operational activities associated with future development under Truckee2040 would not result in wasteful, inefficient, or unnecessary consumption of energy. The permanent and irreversible changes to the existing physical environment as a result of Truckee2040 have been described throughout this draft EIR.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While future development under Truckee2040 could result in the use, transport, storage, and disposal of hazardous wastes, as described in Section 4.9, "Hazards and Hazardous Materials," all such activities would be required to comply with applicable State and federal laws that strictly regulate transport, use, disposal, and storage of hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

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