

Appendix A

Notice of Preparation and Comments

TOWN OF TRUCKEE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING FOR THE TRUCKEE 2040 GENERAL PLAN AND DOWNTOWN PLAN UPDATE

Date: March 4, 2022

To: Governor's Office of Planning and Research, Responsible Agencies, Trustee Agencies, and Interested Persons and Organizations

The Town of Truckee (Town) is preparing the 2040 General Plan and Downtown Plan Update (together "the project"), which will update the existing 2025 General Plan and Downtown Specific Plan to reflect existing conditions and current planning law. The Town, as the lead agency, has determined that implementation of the project may result in one or more significant effects on the environment and will prepare a Program Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA).

This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and other interested persons and organizations as required by CEQA and consistent with Section 15082 of the State CEQA Guidelines. The purpose of the NOP is to provide information about the project and its potential environmental effects and solicit public comments regarding the scope and content of the information to be included in the EIR. Instructions on how to provide comments on the scope and content of the EIR, information on the project, and topics to be addressed in the EIR are provided below.

PUBLIC SCOPING MEETING

The Town will host a virtual public scoping meeting to inform interested parties about the project and provide an opportunity to comment on the scope and content of the EIR. Any interested person may appear at the public hearing electronically, by either Zoom meeting or telephone.

Meeting Date: March 14, 2022

Meeting Time: 6:00 p.m.

Register in advance for webinar link and call-in information:

https://us06web.zoom.us/webinar/register/WN_VG4fVBF6SuOYiQfTbtp6CA

PROVIDING COMMENTS ON THIS NOTICE OF PREPARATION

Written and/or email comments on the NOP but must be received by 5:00 p.m. on April 4, 2022. Please send all comments on the NOP to:

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

Email: JGatto@townoftruckee.com

Please include the commenter's full name and address. If you are from an agency, please provide the name of the agency and a contact person. Comments provided by email should include the name and mailing address of the commenter in the body of the email.

Copies of this NOP may be reviewed at the following locations:

- ▶ Nevada County Public Library, Truckee (10031 Levon Avenue) during library hours
- ▶ Online at: www.truckee2040.com and <https://ceqanet.opr.ca.gov/>

Focus of Input

The Town relies on responsible and trustee agencies to provide information relevant to the analysis of resources falling within their jurisdiction. The Town encourages input with a focus on the following topics:

- ▶ **Scope of Environmental Analysis.** Guidance on the scope of analysis for the EIR, including identification of specific environmental issues that may warrant closer study.
- ▶ **Mitigation Measures.** Ideas for feasible mitigation that would avoid, eliminate, or reduce anticipated significant impacts.
- ▶ **Alternatives.** Suggestions for alternative policies or land use designations that could potentially reduce or avoid anticipated significant impacts.
- ▶ **Interested Parties.** Identification of public agencies, public and private groups, and individuals that the Town should notice regarding the EIR.

PROJECT LOCATION

The Town is approximately 12 miles north of Lake Tahoe, 30 miles west of Reno, and 100 miles east of Sacramento. The Town encompasses 34 square miles near the California-Nevada boundary in southeastern Nevada County. Major highways providing regional access to the Town include Interstate 80 (east/west), California 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 project would guide land use decisions within the incorporated Town, including the Downtown, and adjacent sphere of influence.

PROJECT DESCRIPTION

A General Plan is a state-required legal document (Government Code Section 65300) that guides decisions of local elected officials and decision makers regarding the allocation of resources and the future physical form and character of development. It is the official statement of a jurisdiction regarding the extent and types of development needed to achieve a community's vision for physical, economic, social, and environmental goals. State law requires that the General Plan include an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

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

- ▶ set the community's vision for Truckee's future;
- ▶ encourage economic development and a sustainable year-round economy;
- ▶ streamline opportunities for affordable housing;
- ▶ identify climate change resiliency and adaptation policies; and
- ▶ address changes in State law, including General Plan requirements.

The project would update the existing 2025 General Plan and Downtown Specific Plan to reflect the City's past accomplishments, adopted plans and initiatives, and new priorities. As currently envisioned, the project would modify goals, policies, and implementation programs and update the General Plan land use diagram (see Figure 1). The project 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 provides for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River Street District, and in neighborhood centers.

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 would provide decision-makers, the public, and local agencies with context for making policy decisions. The Policy Document will contain the policy framework that would guide future development decisions within the Town. It will also identify implementation programs to ensure the goals and policies of the General Plan are carried out. The Policy Document is anticipated to include a Mobility Element, a Climate Action Plan Element, an Economic Development Element, a Conservation and Open Space Element, a Noise and Safety Element, a Land Use Element, and a Community Character Element. The integrated Climate Action Plan will be prepared to comply with the requirements of State law (State CEQA Guidelines Section 15183.5 and Government Code Section 65302) and will include both a vulnerability analysis and plan to reduce greenhouse gas emissions and adapt to a changing climate.

The project will also include a focused update of the Downtown Specific Plan, which was adopted in 1997. The Downtown Specific Plan is a comprehensive land use development plan that sets forth policies, projects, implementation plans, and regulation intended to guide growth and development within downtown Truckee. With focused updates, the Downtown Plan will continue to implement the 2040 General Plan for the downtown area. The draft Downtown Plan land use diagram is Figure 2. No changes to development intensity and density are proposed.

ENVIRONMENTAL IMPACT REPORT

The EIR will identify and describe, in a program-level analysis, the potential environmental effects associated with implementing the project. If certified by the Town, the Program EIR for Truckee 2040 could be used to streamline review of subsequent projects that are consistent with the General Plan pursuant to Section 15183 of the State CEQA Guidelines. Pursuant to section 15063(a), of the State CEQA Guidelines, an Initial Study has not been prepared for the proposed project because all environmental issue areas identified in the Environmental Checklist included as Appendix G of the State CEQA Guidelines will be addressed in the EIR. These include the following:

- ▶ Aesthetics, Scenic Resources, and Light Pollution
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Climate Change and Greenhouse Gas Emissions
- ▶ Cultural, Paleontological, and Tribal Cultural Resources
- ▶ Energy
- ▶ Forestry Resources
- ▶ Geologic Hazards
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Mineral Resources
- ▶ Noise
- ▶ Population and Housing
- ▶ Public Services and Recreation
- ▶ Transportation and Circulation
- ▶ Utilities and Service Systems
- ▶ Wildfire

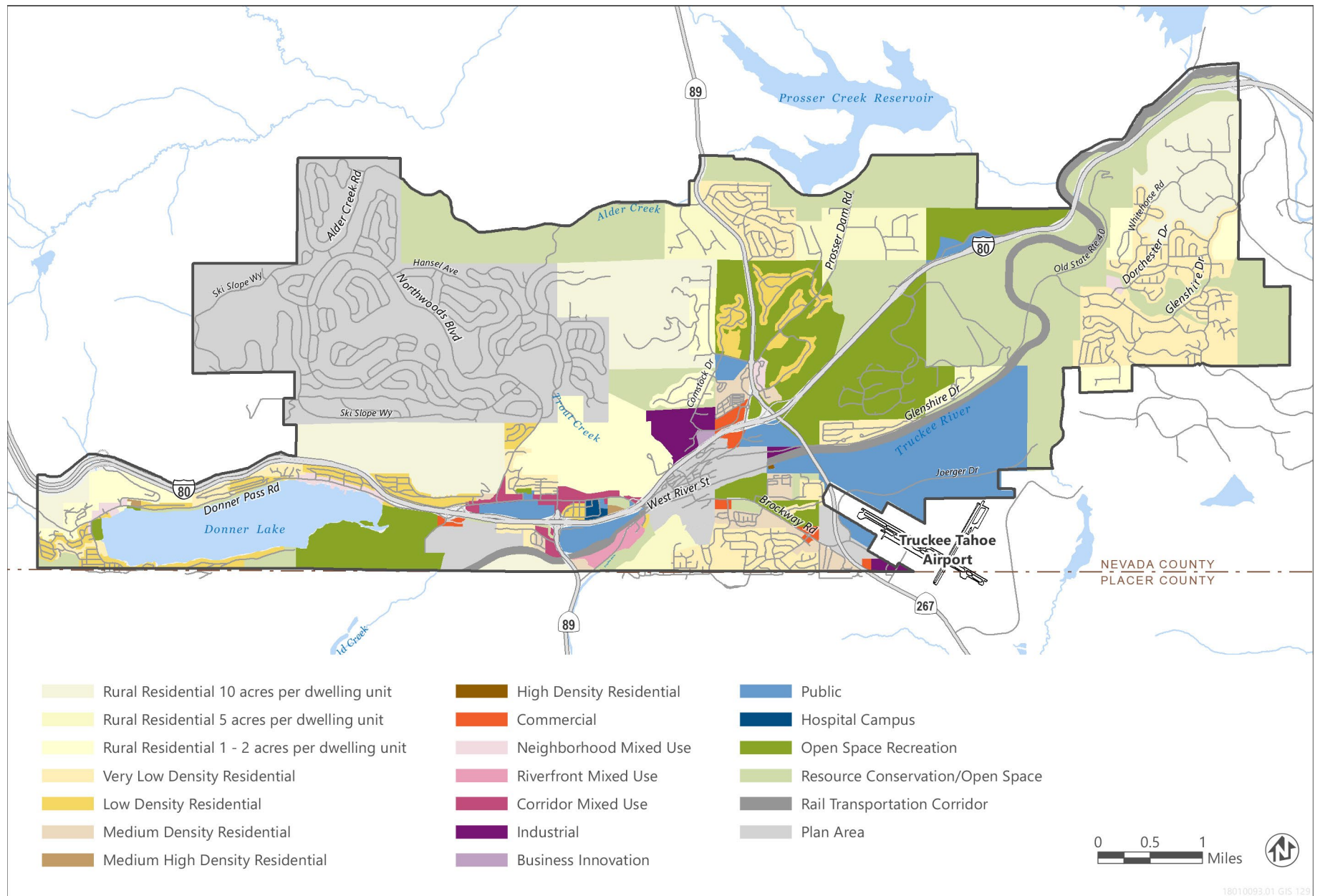


Figure 1 Town of Truckee 2040 General Plan Draft Land Use Diagram

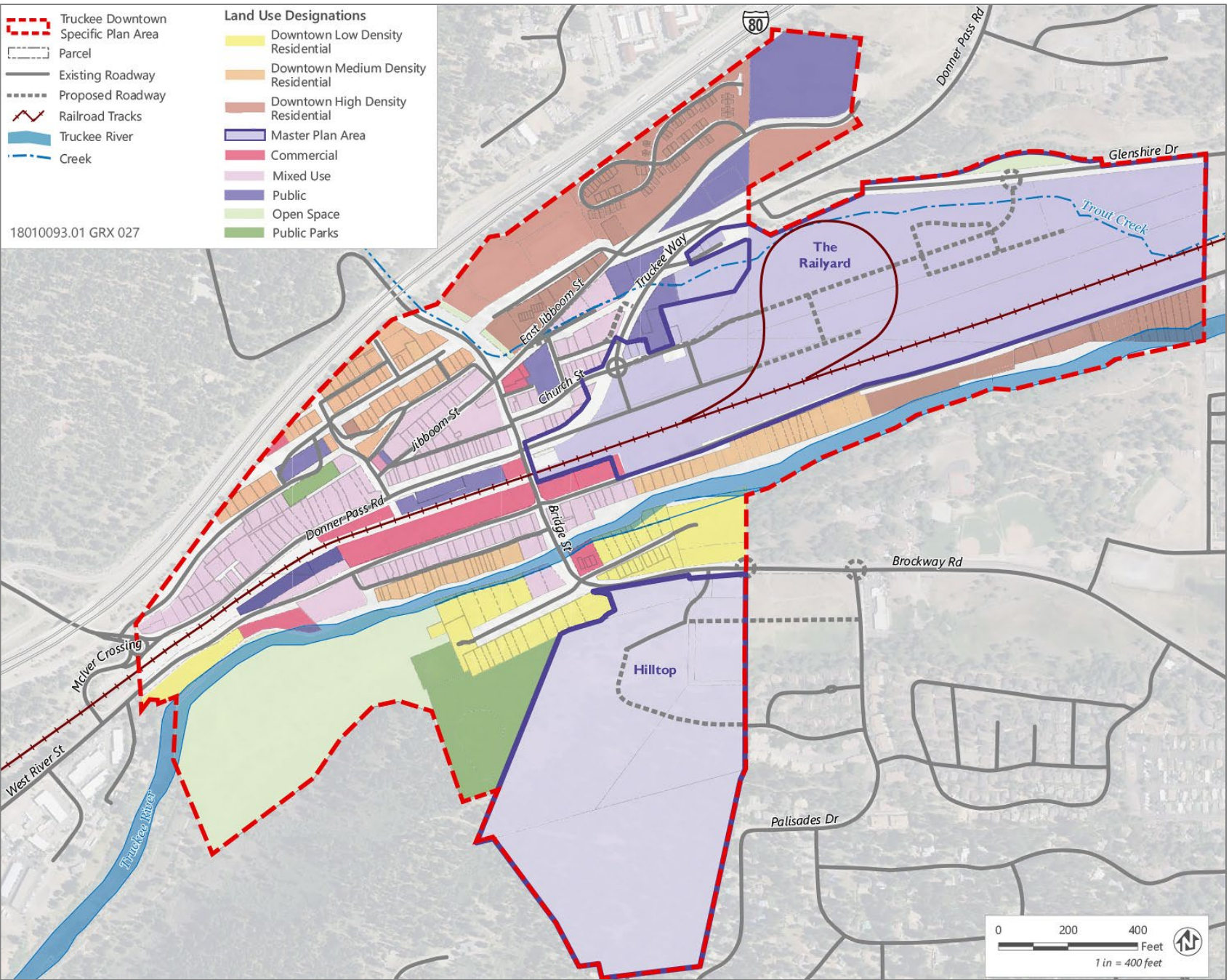


Figure 2 Downtown Plan Draft Land Use Diagram

The environmental analyses presented in the EIR will describe the existing conditions. Relevant federal, state, and local laws and regulations will be summarized. The methods of analysis and standards of significance used to determine project-related impacts will be described in each of the environmental analysis sections of the EIR, including any assumptions that are important to understand the conclusions of the analysis. The standards will be used to determine both whether an impact is significant and the effectiveness of recommended mitigation and any environmental impacts of the recommended mitigation.

In addition to the potential environmental effects listed above, the EIR will evaluate potential cumulative effects and potential growth-inducing impacts of the project. The EIR will also compare the impacts of the project to a range of reasonable alternatives, including a No-Project Alternative, and will identify an environmentally superior alternative.

4 April 2022

Dear Jenna,

Regarding the 2040 General Plan, Environmental Impact Report (EIR) Scoping, please accept the following comments:

Increased Density = Increased Site Coverage = Increased Amount of Offsite Snow Removal

As Council, staff and the GP consultant team pursue increases to density, FAR and coverage, I want to make sure that the EIR accurately considers the impacts that these motivations will have on snow removal. Wherever a developer proposes that their solution to snow storage is to have the accumulated snow transported offsite, there will be impacts to GHG, noise, traffic, and water quality. The EIR needs to quantify these impacts and compare them to the projected impacts allowed under the 2020 General Plan.

I once joked with the developer of the Railyard, before anything had been built, that it was “nice to see something finally going vertical”. He gave me a puzzled look and so I pointed to the GIANT PILE OF DIRTY SNOW that had been created. After an uncomfortable chuckle, he told me that soon enough we’ll have the Artists Loft and so we won’t need to look at “Mount Truckee” as I called it. This repository of melting snow, along with the sand, diapers and gravel is not a natural geological phenomenon. It is a manifestation of how our goal of increased densities, increased FAR’s, increased site coverage does not allow enough onsite snow storage.

As increases to density, FAR, and coverage are being pursued, I ask that the EIR accurately evaluate where these imagined developments will store the snow that they will need to remove. Will we add to Mount Truckee as more is built? Push or blow it up into the forested area NW of McIver Dairy? Who will pay for the removal? What type of equipment / engines are to be used and how much more GHG, noise, pollution and site disturbance is being made? How do these impacts compare with the reduction or elimination of offsite snow removal when developments are required to mitigate ALL of their snow onsite? Should the Town identify, notice and record “repository sites” where all of this snow will go? Will these be in proximity to the areas that they will serve, where the increased impacts are generated under the emerging 2040 GP? Who will repair / restore the sites once the snow has melted and the trash and diapers (often shredded into bits) become visible? How do we keep microplastics out of our ecosystem, especially our creeks and river? Would eliminating the use of offsite snow removal be an effective way of making each developer responsible for their own snow, while reducing the added costs for off-siting?

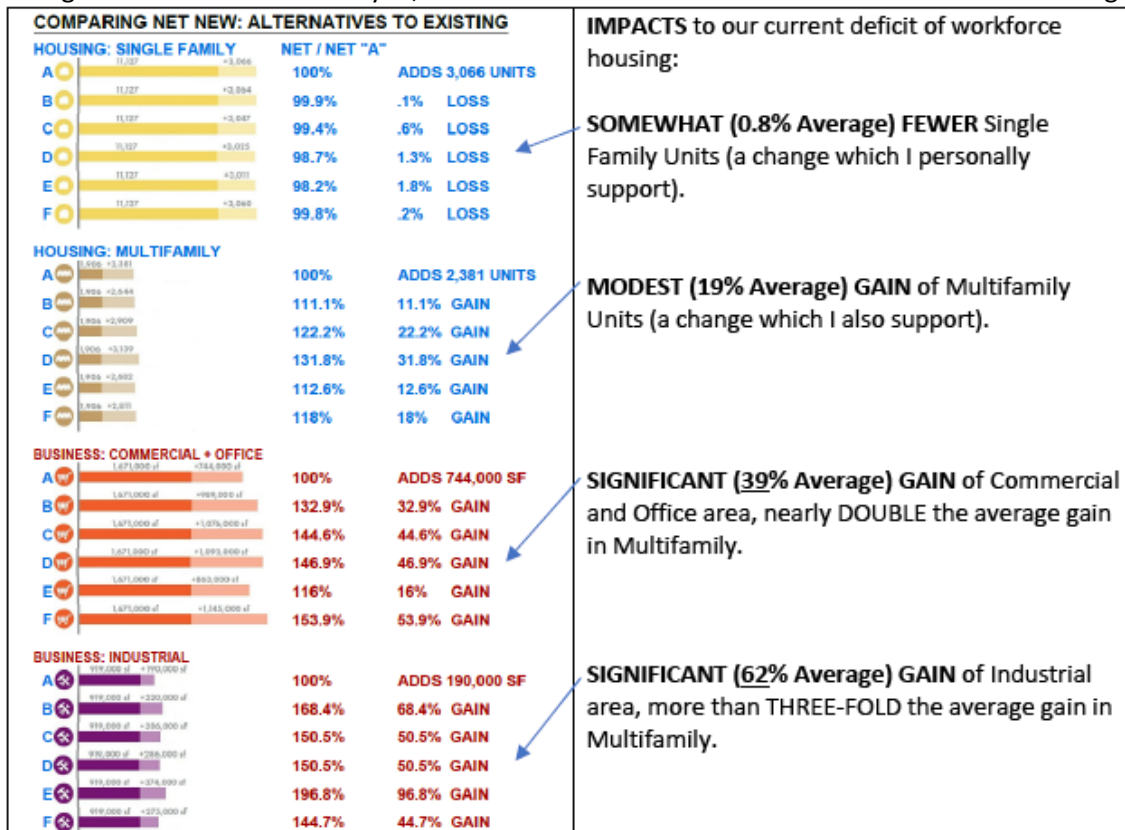


Increased Density = Increased Traffic = Increased Travel Times = Increased Impacts

As Council, staff and the GP consultant team pursue increases to density, FAR and coverage, I want to make sure that the EIR accurately considers the impacts that the increased traffic will have on travel times and GHG production. As anyone who likes to ski already knows, many of Truckee's roadways turn to parking lots of honking cars on a powder day. The off-ramps to I-80 back up onto the highways, sometimes for miles. Other streets, like West River and the length of Donner Pass Road, choke up with travelers navigating their way to their ultimate destination. What should be a 30 minute drive from my house to Palisades could ultimately take an hour or more. The EIR needs to quantify the impacts that increased population density, from within and from beyond Truckee, will have on Truckee's roadways. Of particular importance is the increased duration of each vehicle trip, caused by increased traffic, creates additional GHG, noise, erosion and environmental impacts. It is one thing to have X-thousand vehicle trips per day – and another thing when each of those trips is three times the duration. Please make sure that this is taken into account along with the impacts that events (ski days, vacations, weekends, etc.) will create. It is a 15-minute drive to school...except when it takes 45 minutes. It will only get worse as we contemplate significant increases to our population. Please make sure that the EIR accounts for the cumulative affects (within and outside of Truckee) will have here.

Increased Commercial Floor Area (CFA) = More Business = More Employees = Increased Housing Shortage = Increased Impacts

Commercial Floor Area is by far the greatest beneficiary of the emerging 2040 General Plan. Yes – there are increases to housing and density (etc.) when compared to the 2025 GP – but the largest “growers” in 2040 General Plan are in the Business Category. Following is from my 11/15/21 Public Comment, showing a “NET over NET A” analysis, from the Land Use Alternatives from that Council Meeting:



So...we have a housing problem that is particularly impactful to the people who live and work in the Town...and to fix it we will add more housing (of which 15% may be required to meet affordability requirements....AND....we are going to really focus even more heavily on adding businesses, employers and even more employees that we need to house....how does that make sense? Shouldn't the new GP focus most on addressing the current problem?

Please make sure the the EIR is scoped to adequately addresss how the emerging 2040 GP will add to traffic impacts associated with the added workforce.

Sincerely and with Appreciation,

A handwritten signature in black ink, appearing to read "Brendan". The signature is stylized with a large, sweeping initial 'B' and a cursive 'R'.

Brendan Riley, Architect AIA / NCARB



Mail P.O. Box 8535
Truckee, CA 96162
Ship 10550 Olympic Blvd.
Truckee, CA 96161
Phone 530/587-8702
530/587-8789 fax

March 23, 2022

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

Re: Scoping Comments for Truckee's 2040 General Plan Environmental Impact Report

Dear Ms. Gatto:

Thank you for the opportunity to provide comments to assist the Town in refining the scope of analysis for the 2040 General Plan EIR.

A primary purpose of the General Plan is to define the location and intensity of land uses within the Town's incorporated area, which in turn guides the growth of Truckee and influences its character. Growth in population and economic activity will lead to an increase in demand for water. Nearly all of this water will come from the Martis Valley Groundwater Basin.

Development-related EIRs in our region have usually focused on a simple comparison between anticipated demand for water and the amount of groundwater that is available to meet this demand. They generally conclude that the MVGB holds enough water to satisfy the projected need. Often ignored, however, are the potentially harmful environmental effects of groundwater withdrawal. These potentially harmful environmental effects are important for two reasons. First, they were highlighted through legislation in 2014, when the State of California adopted its Sustainable Groundwater Management Act to mitigate six specific "undesirable results" that can occur through groundwater pumping. And second, the natural environment is valued highly by our Truckee community and our visitors. Actions that might harm streams, lakes, and wetlands, and the creatures that rely on them, should require careful evaluation before they are approved.

To help prevent harm to our streams, lakes, wetlands, and the creatures that rely on them, Truckee's General Plan EIR should at least do the following:

1. Project groundwater demand at General Plan buildout, focusing particularly on demand when pumping is at its seasonal peak.
2. Identify the location of wells that supply groundwater to residential and commercial customers, agricultural activities, golf courses, and other notable users.

cold & warm / fresh & salt / north & south

3. Project the amount of water pumped at buildout from these wells during the peak period of demand, with mapping of anticipated peak-period cones of depression / groundwater elevations.
4. Identify the location and character of groundwater-dependent ecosystems, including still waters and streams, potentially influenced by groundwater within the MVGB.
5. Identify groundwater-dependent ecosystems that could experience significant environmental impact or SGMA-defined “undesirable results” from groundwater pumping made necessary by development and economic activity allowed through the General Plan. Highlight surface waters and wetlands that might become entirely dewatered during peak-period pumping. Indicate when during Truckee’s growth that significant impacts might occur, if such impacts are plausible prior to buildout.
6. Identify mitigation measures and an implementation plan to reduce to insignificance these environmental impacts and undesirable results.
7. Evaluate cumulative impacts, and identify ways to mitigate them, given that the MVGB also serves developed and developable land outside of Truckee in Placer and Nevada Counties. As part of the evaluation of cumulative impacts, include the potential transfer of MVGB groundwater to Squaw Valley and other out-of-basin users, if any.
8. Evaluate the additive effect of drought on groundwater / surface-water interactions and the beneficial uses of groundwater-dependent ecosystems, particularly at buildout.

The population growth allowed through Truckee’s General Plan represents the single most critical threat to local ground-water dependent ecosystems and surface waters. To ensure their protection, the General Plan’s EIR must present an adequate analysis of this threat and, where necessary, identify and implement mitigation measures that will prevent serious harm to these important ecological and recreational resources.

Cordially yours,

A handwritten signature in black ink, appearing to read 'Richard Anderson'.

Richard Anderson
Publisher and Editor
California Fly Fisher magazine



Town of Truckee, Planning Division
Jenna Gatto, Planning Manager
10183 Truckee Airport Road Truckee, CA 96161
Email: JGatto@townoftruckee.com

CATT
Patrick Flora, Local Government Affairs Manager
12313 Soaring Way #1a
Truckee, CA 96161

RE: 2040 General Plan and Downtown Specific Plan EIR Scope comments.

CATT provides the following comments on the NOP/EIR Scope.

The following are areas of significant concern:

Climate Change and Greenhouse Gas Emissions
Energy
Population and Housing
Transportation and Circulation
Utilities and Service Systems
Wildfire

Here are specific comments within the above areas as well as general scope and NOP comments:

1. "Focus of Input: Mitigation Measures. Ideas for feasible mitigation that would avoid, eliminate, or reduce anticipated significant impacts."
Proposed Mitigations identified in the EIR, should be clear, realistic, and achievable. Those responsible for identifying mitigations for the EIR should consider utilizing successful mitigation measures currently in use by similar mountain towns in the Country.

Mitigation measures that have a positive impact on achievable housing costs, availability and reduction in workforce VMT/commute miles should be incorporated.

Mitigation measures for projects that are consistent with existing or proposed land uses/zoning should provide equity regardless of location within the Town.

2. "Focus of Input: Interested Parties. Identification of public agencies, public and private groups, and individuals that the Town should notice regarding the EIR."
Is the information and direction included in the NOP consistent with the General Plan direction provided by Town Council, and have all relevant parties effected by proposed changes been properly notified? Are they agreeable to the changes? For the EIR Draft(s) circulation(s), it is important to notify the public at large, as well as directly notify all property owners whose property designations are proposed to change.
3. "Focus of Input: Scope & Alternatives"
Climate Change and Greenhouse Gas Emissions
Include mitigations on reducing trips from outside TTUSD boundaries by promoting locals "achievable" housing within Truckee.

CAP-5 Land Use Patterns:

Land use patterns that encourage higher density and or that are not located within the current Town of Truckee Market Rate Residential CEQA VMT Exemption Zone to the extent possible under State guidelines should be examined taking into account Town geography, transit opportunities and potential for achievable housing. Mitigation measures that discourage or make achievable housing fiscally impossible thru prohibitive fee structures or other measures should be given closer scrutiny.

Goal CAP-6 Open Space and Carbon Sequestration:

Energy

CAP-7: Energy efficiency in the existing building stock is where the largest reductions in GHG emissions exist. Therefore, a greater level of focus should be placed on mitigations that involve retrofitting the existing building stock to increase energy efficiency. Increasing energy standards for new construction have little gain in GHG reductions over existing and proposed energy standards.

Examine environmental, fiscal and efficacy of "Reach code" implementation and potential mitigation measures versus their actual level of GHG reduction impacts.

CAP-7 Energy Efficiency in Existing Development & CAP-8 in New Development:

The focus of both CAP-7 and CAP-8 on "Electrification" present numerous issues that cannot be mitigated to a less than significant threshold. Including, but not limited to public Health and Life Safety concerns. Given the climate in Truckee, numerous often lengthy power outages occur in winter months when temperatures are regularly <20°F and with the ever increasing wildfire conditions which trigger unplanned outages in the summer. The elimination or substantial reduction of Natural Gas as a source of heat, water heat and cooking fuel is a direct threat to the Health, Life and Safety of Town residents until the technology exists to provide affordable,

reliable electricity and battery backup to every resident. Additionally, the methodology and actual production of “renewable” vs fossil fuel-based percentages of electricity provided to the Town along with new technologies in NG production and supply should be addressed.

Solar efficacy, TDPUD renewable energy contract structure, pricing, sourcing, and impacts on all rate payers should be addressed relative to all solar mitigations. As well as viable snow loads, installation and warranty issues should be addressed for solar to be a viable mitigation measure. The EIR should recognize that Solar generation is not possible on many properties in Truckee due shading from nearby trees & since higher elevations in Town have snowloads, which exceed structural capacity of PV systems. Thus, the need for mitigations for not being able to meet net zero goals will be necessary where power generation is not possible or efficient.

Population and Housing

Transportation and Circulation

Cumulative impacts of transitory (I80 pass thru, tourist traffic etc.) fossil fuel vehicle VMT’s on Truckee GHG emissions should be clearly identified.

CAP-1.B: VMT Mitigation: Current Town policy as it relates to multi-family 5 units or more requires a traffic analysis of VMT. Unless the project is located within one half mile of the designated Market Rate Residential CEQA VMT Exemption Zone these projects will be deemed to have significant unmitigable impacts and therefore unbuildable. Alternative: Modify current Town standards to evaluate EV use, EV deed restrictions and other methodologies that accurately reflect changing technology and green energy being used to charge the vehicles.

CAP-1.C: Reduce Parking Requirements: Current and proposed parking reductions are and will continue to have negative impacts particularly on “affordable” housing until and unless a viable, substantial, and sustainable increase in mass transit/alternative transportation options are implemented. With mitigations, ensure that adequate parking is provided until a mass transit system is in place. It must be recognized that in the timeframe of the 2040 general plan, that most vehicles will likely be electric and using electricity generated from renewable sources. Thus, reducing parking for them will not yield significant reductions in greenhouse gas emissions.

Goal CAP-3 Transit System

Wildfire & Utilities

Wildfire prevention and protection are important in our region. Regarding property with the potential for 4 or less lots. Mitigation measures should be addressed that correspond to infrastructure relative to development size and impacts.

4. “ENVIRONMENTAL IMPACT REPORT: The EIR will identify and describe, in a program-level analysis, the potential environmental effects associated with implementing the project. If certified by the Town, the Program EIR for Truckee 2040 could be used to streamline review of subsequent projects that are consistent with the General Plan pursuant to Section 15183 of the State CEQA Guidelines.”



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

April 4, 2022

Ms. Jenna Gatto
Planning Manager
Town of Truckee, Planning Division
10183 Truckee Airport Road
Truckee, CA 96161
JGatto@townoftruckee.com

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT AND
PUBLIC SCOPING MEETING FOR THE TRUCKEE 2040 GENERAL PLAN AND
DOWNTOWN PLAN UPDATE– DATED MARCH 2022 (STATE CLEARINGHOUSE
NUMBER: 2022030190)

Dear Ms. Jenna Gatto:

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation of an Environmental Impact Report (EIR) for the Truckee 2040 General Plan and Downtown Plan Update (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site, as described below.

The [Former Truckee Dump Site](#) is a DTSC Site with incomplete documentation of cleanup activities and which DTSC recommends be evaluated in the Hazards and Hazardous Materials section of the EIR. The Site is a former burn dump comprising approximately 73 acres and is located on Federal land under the jurisdiction of the U.S. Forest Service. A portion of this Site was used by residents of Truckee for trash disposal between approximately 1860-1930. Areas of debris have previously been identified including broken glass, ceramic debris, metal, and wood. Previous investigations have detected concentrations of lead above California hazardous waste levels. Other substances detected at the Site include arsenic, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons (PAHs). DTSC records indicate DTSC's most

recent involvement with this Site was a May 20, 2009 Participating Agreement between DTSC and the U.S. Forest Service which authorized DTSC to provide technical assistance for Site cleanup activities which were planned to be conducted by the U.S. Forest Service prior to transference of a portion of this Site to the Town of Truckee. DTSC records do not contain documentation of completion of the cleanup activities.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the EIR:

1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerally deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.
3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 [Abandoned Mine Land Mines Preliminary Assessment Handbook](#).
4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or

former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#).

5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).
6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3582 or via email at Brian.McAloon@dtsc.ca.gov.

Sincerely,



Brian McAloon
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning
and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

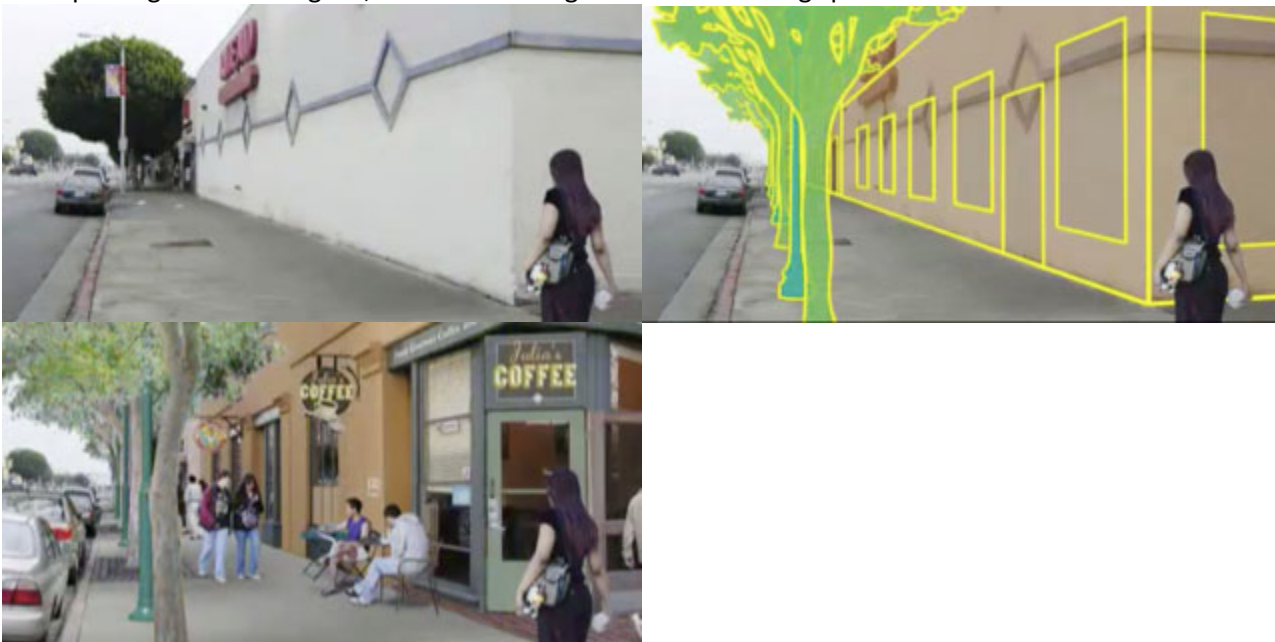
From: Susanna Tarnay <suzietarnay@mac.com>
Sent: Monday, April 4, 2022 1:05 PM
To: Jenna Gatto
Subject: General Plan Update Environmental Scoping Comment

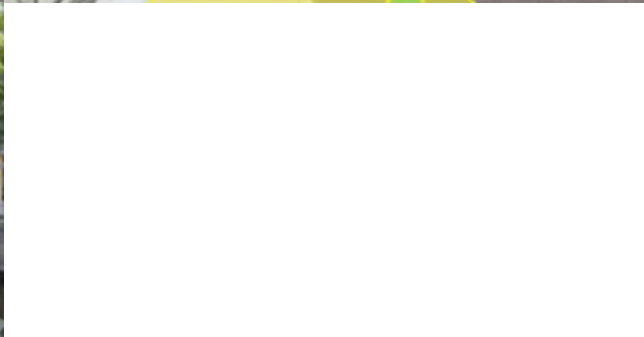
Hi Jenna,

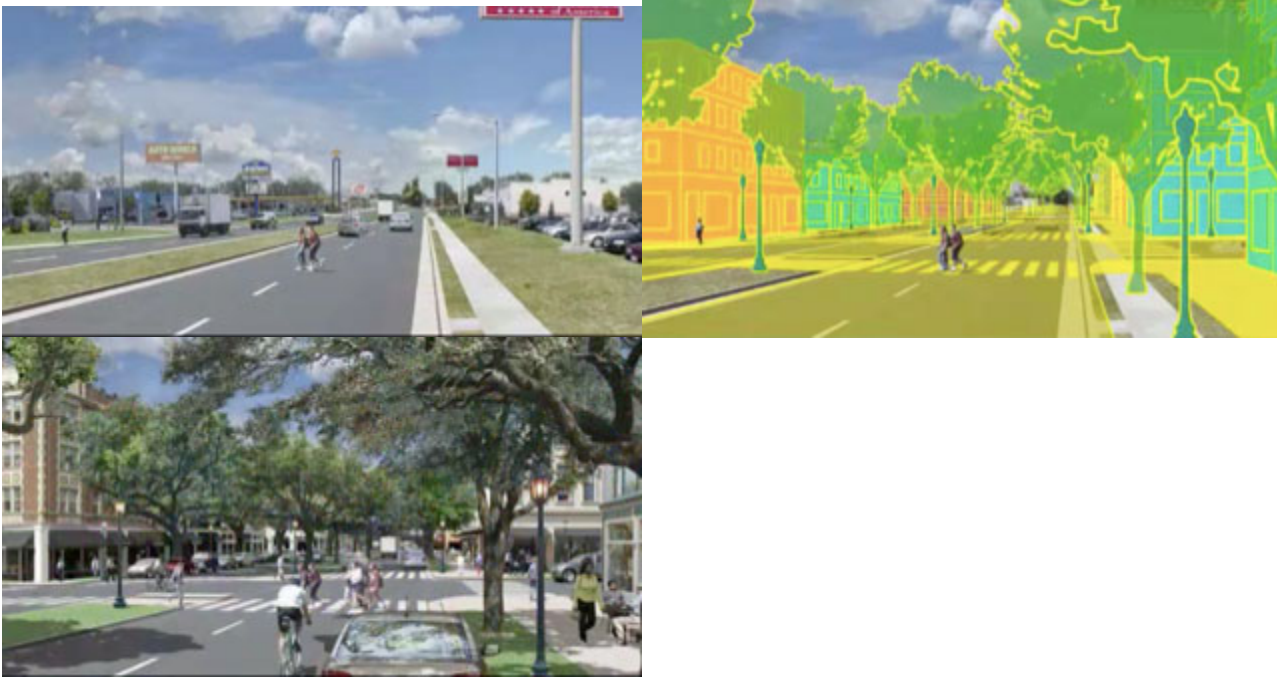
I am submitting a public comment for the General Plan Update Environmental Impact Report. This report needs to develop a coherent policy on street trees, and promote and defend street trees as part of our movement toward sustainability. When street trees are sited properly, within 10 feet of the edge of pavement, they cool our streets, promote pedestrianism, sequester carbon, slow traffic, and prevent erosion.

As can be seen in the visuals below, urban (and suburban) street trees create human scaled spaces where people want to be. This interactive environment becomes a huge part of the "mode shift" away from single occupancy vehicle trips. Walking in pedestrian scaled areas becomes an attraction, allows for greater usage of public transportation, promotes local business patronage, and encourages equity as well (as it opens access for all, not just automobile owners). Creating spaces where people want to walk is a concrete step the town can take to lower green house gas emissions.

Please note that in each series of visuals (three per each location) the final scene has more development, and equal or more parking than the original, while still feeling like a more inviting space.







The fire safety of street trees has been hotly debated, but street trees are as far as possible from all structures, and can be spaced appropriately in order to not be considered ladder fuels. Additionally tree specimens can be chosen to be of fire resistant and/or native species to further reduce risk. A town or local forester would be able to provide this type of knowledge. Additionally the compatibility of street trees and plowing has been debated, but please keep in mind, that with warming temperatures, the number of plowing days per year will become vastly outnumbered by the number of 100 degree days. We need to take action toward solutions, instead of finding excuses to stay with the status quo.

Additionally, street trees promote safety, they are a concrete method of traffic calming. With a slightly narrower sight line, the perceived safe speed is closer to the posted speed, and car accidents are reduced. This has been shown in numerous studies over the last 10 years.

<https://www.researchgate.net/publication/292767085> The street tree effect and driver safety

<https://www.tandfonline.com/doi/abs/10.1080/01944360508976699>

<https://www.researchgate.net/publication/335196806> The impact of urban tree cover on perceived safety

Finally all new development could be required to provide adequate street trees instead of other types of landscaping that is underutilized and expensive. Please consider the thoughtful and science-based addition of street trees to the town General Plan Update Environmental Impact Report.

There are other steps the town must consider to truly eliminate the public subsidies that promote automobile usage. In many locations parking minimums have been eliminated for new developments in order to allow for more dense, transit oriented development. For example, the state has prohibited these minimums within 1/2 mile of our train station. The more the town focuses on making all automobile travel easier, the more we are taking away from other transit methods. And finally, the town needs to explore street adjacent protected bike lanes to provide a safe alternative to daily commutes. While again, this makes plowing more difficult, there are plenty of other cities with snowfall that invest in the infrastructure to make it work. I would like our environmental policies to demonstrate that we are truly interested in lowering green house gas emissions.

All of the above pictures are from an educational website about Form Based Codes. (An alternative method of zoning where the interaction of the pedestrian to the development is more important than regulating what happens inside the building.) <https://formbasedcodes.org/definition/>

Thank you,
Suzie Tarnay

April 1, 2022

To:

Town of Truckee, Planning Division
Jenna Gatto, Planning Manager
10183 Truckee Airport Road
Truckee, CA 96161
Email: JGatto@townoftruckee.com

From: Kathy Echols

10595 Somerset Dr
Truckee, CA 96161
kathyechols@sbcglobal.net

Re: Scoping Comments for Truckee's 2040 General Plan Environmental Impact Report

Dear Planning Division,

The EIR for the 2040 General Plan is an extremely important aspect of the update. I encourage the Planning Department and consultants to study each aspect closely and take as much time is necessary to ensure that the plan is sustainable for the future of Truckee. We, as community members, need to be able to trust that you, the decision makers, will make responsible decisions. The community has recommended Land Use Alternatives that result in a more responsible lower growth plan. Please consider these alternatives.

Below are comments relating to the Scope of Analysis for the 2040 General Plan EIR.

Cumulative Effects

The cumulative effects of the 2040 General Plan as well as the existing Master Plans and Specific Plans such as the Railyard, Joerger Ranch, Gray's Crossing, Hill Top, and Coldstream, need to be carefully analyzed. Truckee needs a General Plan that will protect the sensitive natural environment, preserve our unique mountain character, consider effects of climate change, and be responsible stewards of the land in which we reside.

Wildfire Risk and Evacuation

The impact of development in the high fire severity zones, as well as high density in adjacent zones is of utmost importance. Evacuation routes need to be established and increased local population and tourist population needs to be taken into account in every aspect of the EIR. These issues need to be closely and completely analyzed.

Climate Action Plan

The Climate Action Plan should be completed before the EIR is complete, and all aspects of the plan should be analyzed. Complete analysis of greenhouse gas emissions needs to be included at every step of the EIR process.

Sustainable Groundwater Management

Future development in areas covered by the General Plan Update have the potential to adversely affect the amount of groundwater available, and have undesirable effects on groundwater-

dependent ecosystems--wetlands, streams, lakes, etc. Groundwater demand (especially during seasonal peak-period pumping) at General Plan build-out needs to be projected, and its effects analyzed and mitigated. This will require a comprehensive analysis that includes the cumulative effect of Truckee areas as well as areas adjacent to Truckee.

Traffic and Parking

Although traffic and parking are not considered a high priority in new EIR analyses, these issues need to be considered as there is not a comprehensive transportation plan that will effectively mitigate the issues. Increases in traffic negatively affect greenhouse gas emissions as well as quality of life.

Although infill residential development in the core of town, including Gateway, will provide some relief in traffic and parking congestion for short trips to stores and services, the effects of increased local population as well as traffic coming in from other areas of town and tourist traffic cannot be ignored.

Increase in Tourism

The increase in tourism during the 2040 Plan needs to be analyzed along with the increase in population. It is now evident that increase in tourism is negatively affecting Truckee's natural environment as well as infrastructure needs. This increase will continue through the 2040 Plan and needs to be considered.

Viewsheds, shading, and snow storage

Proposed zoning could result in 3-5 story buildings which would negatively affect viewsheds. The views of the mountains are an important aspect of our environment, that should not be obstructed. Shaded areas around tall buildings create icy conditions, and also affects areas for snow storage.

Impacts of the airport on the community

Although the airport is not in one of the main focus areas of the GPU, increases in population will affect air traffic at the airport. The airport already creates adverse conditions for greenhouse gas emissions, safety, noise, and quality of life. The EIR should take into consideration the effects on the airport.

Mitigation Measures and Alternatives:

During the Land Use Alternatives process, many alternatives were suggested by the community. Many of these were not incorporated into the final adoption. When looking at feasible mitigation measures that would avoid, eliminate, or reduce anticipated significant impacts, these alternatives submitted by the community through surveys and comment letters should be reviewed and considered.

Many community members, MAP (Environment and Community Alternative), and the Planning Commission recommended Land Use Alternatives that would create lower growth options. These alternatives need to be considered. The environmental impacts of a build-out of a possible 19,318 residential units and a population of 49,000 people is not responsible.

Thank you for conducting a complete and comprehensive EIR that will analyze impacts to the natural environment and the quality of life in Truckee.

Kathy Echols



mountain area preservation

April 4, 2022

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

Dear Ms. Gatto and Truckee Town Council Members,

Thank you for the opportunity to provide scoping comments for the Environmental Impact Report (EIR) for the Truckee 2040 General Plan. The EIR is the heart of the California Environmental Quality Act (CEQA). It is an environmental alarm bell to alert the public, responsible stakeholders, and decision-makers to ecological changes before reaching the point of no return. The EIR is intended to demonstrate to an apprehensive citizenry that the agency has analyzed and considered ALL the environmental implications of its actions through implementing the new General Plan. Truckee 2040 will be the next blueprint for 20+ years. We must ensure the analysis is completed in a holistic fashion considering the uniqueness of Truckee's environment, mountain character, public safety, wildfire danger, increased traffic, limited infrastructure, and ever-growing tourism impacts.

Since this process started in 2018, Truckee has changed vastly due to COVID and a massive influx of new residents and day-use visitation. Resort development and second homes are now occupied full-time, creating land use consequences due to the Zoom-Boom, unchecked greenhouse gas emissions (GHG) with longer commute patterns, and intensifying zoning pressure for high-density development and increased floor area ratios (FAR), which negatively impact the environment, and quality of life in Truckee.

As the lead agency for the preparation of the EIR, Mountain Area Preservation (MAP) respectfully requests the following comments and questions be taken into consideration for the environmental analysis. Ascent should also consider an environmentally superior alternative, more in line with the 2025 General Plan growth projections, MAP's Environment & Community Alternative, and the Truckee Planning Commission recommendation, along with the 600+ residents who advocated for a more responsible approach to growth in 2020 2021 surveys, workshops, and community outreach events.

Please analyze the following criteria for a different land use alternative in the EIR for the following focus areas:

Focus Area #1 Donner Lake: Mixed-Use Low, a decreased density of 6-12 units per acre, and a maximum building height of two stories to preserve the visual character in the Donner Lake community and viewshed. Adding additional density to Donner Lake creates unintended consequences for water quality, public safety, additional vehicle trips, increased sediments in the watershed, light pollution, and public safety constraints in a wildfire and evacuation situation.

Focus Area #2 Donner Pass Road/Gateway Corridor: Utilize the 2025 General Plan buildout assumptions for Donner Pass Road/Gateway area, which did NOT contemplate the expansion of the Tahoe Forest Hospital Master Plan or the development of 100 units on Upper McIver. Any additional housing density considered for this area needs to be deed-restricted for 'local workforce' housing. The Floor Area Ratio (FAR) supported by the Town Council is too much. It will negatively impact the character, public safety, and the environment with a mass and scale that is inappropriate for this area. The FAR should not exceed 0.35. Development of Upper McIver will require removing tall tree stands, creating sediment loads for the 'restored' wetland, loud noises due to the highway proximity, poor air quality, and environmental justice impacts. This must be closely analyzed, with an alternative to transfer the density. Putting a long-term healthcare facility or low-income housing at this site highlights social and environmental justice impacts through poor zoning decisions.

Focus Area #3 State Route 89: Utilize the 2025 General Plan buildout assumptions for SR 89/Pioneer Commerce area with any future units to be deed-restricted for the 'local workforce'. Pioneer Commerce Center has become a mix of light industrial, commercial, and residential. Residents have complained about the quality of life, noise, air quality, and incompatible land uses. Additional density, increased FAR, and mixed residential units will further exacerbate environmental impacts.

Focus Area #4 West River: Redevelopment, industrial land use clean-up, and prioritizing housing for the 'local workforce' must be prioritized. The EIR should analyze mixed-use development with a FAR of 0.5 and 4 dwelling units per acre. The North and the West side of the river present different limitations and opportunities. Cleaning up existing industrial sites to be environmentally friendly should be part of the mitigation plan for Truckee 2040 while looking at mixed-use options for local workforce housing and business innovation that add value and access to the river.

Focus Area #5 Glenshire: Canyon Springs, 290 acres is now preserved in perpetuity, reducing environmental threats of developing sensitive wildlife habitats, high severity fire danger areas, eliminating greenhouse gas emissions, and vehicle miles with sprawling development on the eastern edge of Truckee. The site was sold as open space and should not warrant replacing the units under SB 330, considering the high-severity wildfire threats. The existing commercial land of 11 acres, should be analyzed for Mixed-Use Low, building heights with a maximum of two stories to maintain visual character.

Development Capacity Comparison 2025 VS 2040

During the Truckee 2040 Notice of Preparation (NOP) Zoom meeting on March 14, 2022, Ascent shared the Change in Development Capacity table, which shows higher growth projections for residential development, lower nonresidential buildout, and a population projection of 49,068 residents by 2040. This is new information that has not been shared to date. The NOP routing shows a different table for development capacity, which is illustrated below. The EIR needs to correctly identify the development capacity, remove the density from Canyon Springs and Truckee Springs since those sites have been purchased for open space, and illustrate the correct residential and nonresidential development capacity. Please explain these changes if the development assumptions have changed and why the numbers do not align with the briefing book and NOP resources. It is troubling to see these numbers not align, nor be consistent with the briefing book. See the NOP Zoom table, the NOP Table 1/2025 buildout to CDD estimates, and Alternative A buildout projections, all have different numbers.

Change in Development Capacity

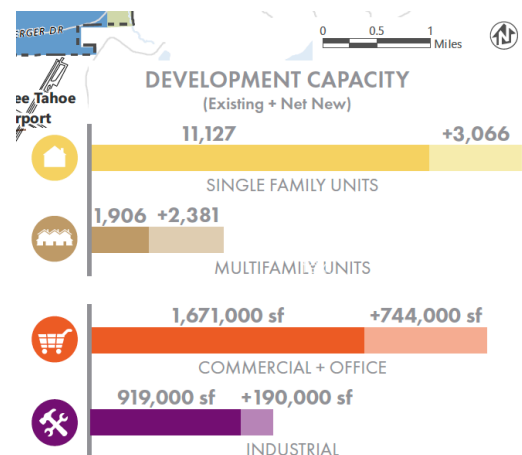


- **Development capacity** = the amount of new development that could occur if all remaining vacant and underutilized land is built out according to the plan.
- **Buildout projections** = the maximum total amount of residential and non-residential development, including existing and future development capacity, that could occur.

| Scenario | Acres | Residential (dwelling units) | Commercial (1,000 sq ft) | Office (1,000 sq ft) | Industrial (1,000 sq ft) | Population | Jobs |
|--|--------|------------------------------|--------------------------|----------------------|--------------------------|------------|--------|
| Existing Development | 21,504 | 13,367 | 1,073 | 604 | 931 | 33,952 | 7,647 |
| 2025 General Plan Development Capacity | 3,192 | 5,157 | 871 | 383 | 219 | 13,099 | 3,548 |
| 2025 General Plan Buildout | 21,504 | 18,524 | 1,944 | 987 | 1,150 | 47,051 | 11,195 |
| Truckee2040 Development Capacity | 3,192 | 5,951 | 891 | 390 | 245 | 15,116 | 3,648 |
| Truckee2040 Buildout | 21,504 | 19,318 | 1,964 | 994 | 1,176 | 49,068 | 11,295 |

Table 1. 2025 General Plan Buildout Projections Compared to 2020 Annual CDD Report Estimates

| | 2025 General Plan Buildout Projection | 2020 Annual CDD Report | Remaining Estimated 2025 General Plan Buildout Capacity Based on Annual CDD Report Estimates |
|---------------------------------------|---------------------------------------|--|--|
| Housing Units | 19,901 dwellings | 13,674 existing dwellings (68.7% of 2025 General Plan Buildout Projection) | 6,227 dwellings |
| Population | 28,263 people | 16,228 people currently (57.4% of General Plan Buildout Projection) | 12,035 people |
| Non-Residential Square Footage | 4,990,700 sf | 4,017,676 sf built to date (80.5% of General Plan Buildout Projection) | 973,024 sf |



Land Use Alternative Goals

Ascent should revisit the land use alternative goals when evaluating an environmentally superior alternative for the EIR. Throughout 2021, the public stressed the need and desire to maintain Truckee's small mountain charm, advocating for the protection of open space, preservation of character, need for local workforce housing, and desire to clean up the Truckee River industrial areas and create compatible land uses. How can we uphold these goals with five-story tall buildings and increased FAR in constrained areas? The goals and the preferred land use alternatives, as voted on by the Truckee Town Council in the fall of 2021, do not align. Please look at the land use goals and illustrate in the EIR how these goals are being achieved. For example, what open space is being protected? How are we preserving character? What future housing will be deed-restricted for the local workforce? How can these goals can be met if the alternatives are not clear in meeting the goal/objective?

Climate Action Plan

New to the Truckee 2040 General Plan is the Climate Action Plan (CAP). The CAP effort started in 2019, and MAP participated in nine months of meetings to help craft strategies to reduce greenhouse gas emissions (GHG) by analyzing our big emitters, whether residential, transit, utilities, government operations, etc. Will the EIR evaluate the draft strategies to create meaningful metrics to reduce GHGs? This is a necessary outcome for the CAP. Otherwise, it is yet another document with concepts to address environmental impacts without the ability to apply meaningful mitigation and understand the genuine emission reductions.

Aesthetics

As stated in many survey responses for the land use alternatives, the community cares about Truckee's aesthetics. Our mountain character is built around the Historic District, referenced as the heart and soul of the community. Allowing more intense development in areas with transit and infrastructure makes sense, but not all of Truckee can sustain that same land use pattern and the aesthetics that come with it. Areas of Truckee identified for infill development, such as the Railyard, with building heights up to 50 feet and higher FAR are amongst the few sites where the community has supported intense mass and scale. How will the EIR evaluate building heights and increased FAR for the five focus areas? Visual analysis needs to illustrate the height, mass, and scale of future development with the associated densities/FAR selected by the Town Council for each focus area. Viewshed analysis, renderings with building footprints at maximum development capacity, and projected light pollution from taller buildings need to be included in the EIR, along with mitigation measures to address the associated impacts. Areas of concern for visual consequences are Donner Pass Road, the Tahoe Forest Hospital Master Plan sites along DPR, Upper McIver, Donner Lake, Glenshire Commercial area, and the Historic Downtown/Jibboom Street development site.

Areas such as Upper McIver have steep slopes, tall and dense forest canopy, and sensitive natural resources such as wetlands that need special attention when contemplating development. MAP is opposed to the development of Upper McIver and has advocated for the site to remain as Resource Conservation (RC), as initially zoned in Truckee's first land use map and General Plan in 1993. The majority of the community has opposed the development of the site for high-density housing, knowing

the character the trees/hillside creates for the Gateway Corridor and knowing that development can be achieved in a more suitable area. The EIR needs to closely analyze this site and examine the ramifications of 100 units being developed on steep forested slopes above a restored wetland.

Additionally, the Jibboom Street site was initially contemplated for 83 units, with development on High Street along a steep rock retaining wall, which would change the visual aesthetics of Historic Downtown Truckee. This site needs close analysis, with renderings and viewshed aspects due to proposed densities, building heights, and density bonus scenarios for future development. West River is also an area where more critical visual analysis is warranted. Tall buildings will obstruct the beauty of the river, along with access.

Cultural Resources

Truckee has a unique history and indigenous oppression, which is told through history and organizations such as the Truckee Historical Society. When new development is contemplated, Washoe resources or potential impacts on the Historic Downtown District are considered and analyzed. Cultural Resources for the EIR need to be identified and preserved, knowing the significance of some areas of Truckee for the Washoe Tribe. In past CEQA analysis, if an area has cultural significance the Washoe Tribe is alerted and made aware.

Air Quality & Noise

The proposed development of Upper McIver will create very poor air quality impacts with future growth due to the proximity of Interstate 80, which parallels the Upper McIver property. Whether placing low-income residents or long-term healthcare patients at this site is inappropriate and poor land use planning. Particulate matter from cars and high-density highway development is counter to sound land use planning principles. The consultants should visit and walk the site to evaluate this area for the EIR. Loud highway noises, idling cars in ski season or peak summer traffic, car emissions, and the complexities of the terrain would suggest this to be a very poor choice for future development, low-income or not.

Pioneer Commerce Center is another area with mixed land uses and impacts that have not been thoroughly evaluated. During public outreach in the summer of 2021, residents of Pioneer Commerce stated that loud noises and poor air quality from Interstate 80 + the existing industrial development in the area created a poor quality of life for more residential development in this focus area. Light industrial and residential uses do not always align. If Truckee 2040 wants to increase the mixing of industrial and multi-family development, noise and air quality need to be closely evaluated in the Pioneer Commerce focus area.

Traffic & Greenhouse Gas Emissions

The proposed land use alternatives will create additional traffic, increase GHG, and more vehicle miles traveled (VMTs). While the protection of Canyon Springs has eliminated sprawling development on the eastern edge of Truckee, increased VMTs and GHGs are not reduced through the preferred alternative selection by Council.

Truckee's geographic layout and land use pattern create a car-dependent community, especially with public transit and bus headways lacking. The EIR needs to look at ways to reduce VMTs through a low-growth alternative. The General Plan needs policies to mandate future development offset GHGs and VMTs through programs and transit funding to create 15-minute headways for residents and visitors to utilize public transit. Additionally, neighborhoods not served by transit need micro-transit programs to help offset GHG and VMT impacts and reduce these environmental threats. It is excellent that Truckee is analyzing micro-transit programs, but we need policies to reduce these threats.

Biological Resources

Forest health and resiliency is a significant concern for Truckee. Special plants, dense conifer forests, and unique mountain wildlife are some of Truckee's biological resources. These resources need heightened analysis when considering changes to zoning or ways to mitigate resource impacts with the buildout of the General Plan. We have extensive forests and decades of un-managed fuels, making Truckee's fire danger a significant concern for the buildout projections as supported by the Council. We are considered a high-severity fire danger community, and we need a plan to analyze forest health and create a mitigation plan to deal with forest fuels.

Interstate 80 and State Route 89 are often areas that experience wildlife impacts due to vehicle collisions, which should be addressed in the EIR. Truckee may be appropriate for mitigation efforts such as wildlife crossing bridges to help alleviate this impact and make transit safer. State Route 89 has some of these features, but more may be warranted with increasing populations and more transit commuting in and out of Truckee, due to the workforce not living in the area. The preservation of Canyon Springs helps to mitigate some issues by protecting critical habitat for migration of the Loyalton Verdi Deer heard, but impacts along Interstate 80 need to be evaluated as well.

Water Quality

Donner Lake, the Truckee River, tributaries, wetlands, and meadows are all unique water features that enrich the environment for Truckee. Poor development decisions will negatively impact these water resources. More development, more cars, and more people seeking recreational opportunities in our water features will create more impacts. Donner Lake and Truckee's nearby reservoirs have aquatic invasive species (AIS) populations growing with new infestations caused by increasing water temperatures and no boat check programs to protect or regulate water impacts. The EIR should analyze projected development along the Truckee River, Donner Lake, and the Upper McIver wetland, knowing sediments, AIS, and a larger population will negatively impact water quality.

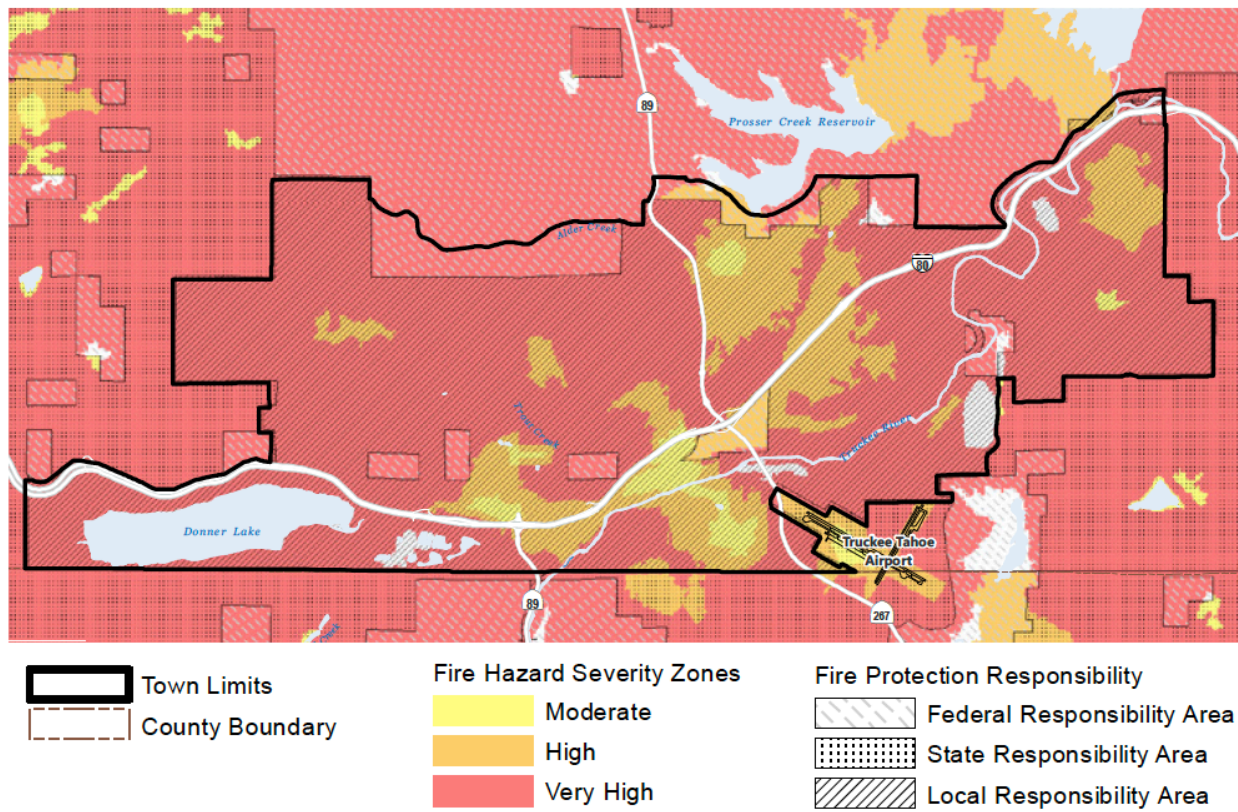
Current industrial businesses along the Truckee River degrade water quality and Truckee-Tahoe drinking water. A meaningful business audit is needed to understand what type of industrial practices are taking place along the river, if relocation of the industry is feasible and if not, how to "clean up" the industrial site. MAP made this suggestion during the Joerger Ranch Specific Plan (JRSP) process in 2014/2015 and the Truckee Tahoe Airport District (TTAD) Master Plan process in 2015, knowing we need to

create real 'incentives' to move industry off the river. Neither of those plans addressed real incentives. Instead, Truckee Planning Staff recommended re-zone open space at PC3 to industrial, again with no real incentive to move industry. Taking away open space is not suitable. If we want to protect the river, we need real solutions to work with the business community and understand if relocation or redevelopment is feasible to protect water quality and watershed resources.

Wildfire

Wildfire is one of California's most pressing environmental threats, especially in the face of drought and our changing climate. The Truckee 2040 briefing book from July 2021 illustrates that Truckee is considered a high-severity-fire danger area. Yet, throughout the process, when MAP or the public brings up fire danger with increased zoning, the threat of SB 330 or other new housing laws are utilized to justify a pro-growth agenda. Our actual landscape and fire threats can't sustain these intense densities, knowing the risk and lack of evacuation resources. Many residents have left the community due to the increase in fire insurance or the inability to secure fire insurance.

Additionally, groups such as MAP have created legal precedent under CEQA, challenging developments that do not adequately address or analyze wildfire threats and evacuation needs. The Truckee 2040 General Plan EIR must address this issue and identify realistic mitigation measures and evacuation plans. The EIR needs to look at forest health near areas with newly proposed high-density zoning and evaluate actual evacuation plans. See the fire danger map below from the briefing book, pg. 15.



Housing & Population

Truckee's population and housing needs have been further exacerbated by the pandemic and new land use impacts created by having resort development and second homes occupied year-round, vs. peak season for ski season or summer. There is no 'shoulder' season, with gated communities, condos, and second homes fully occupied, whereas before, the assumption was roughly 20% were occupied for EIR analysis, which is no longer the case. Knowing that the population has increased since the beginning of this process, the EIR should use actual population data to understand our current population and the projected population assumptions. Truckee 2040 assumes almost 50,000 residents, nearly double the population projected by the 2025 General Plan. The projection of 50K residents by 2040 has significant implications for the health and well-being of the environment and community. Many survey respondents advocated that future density be deed-restricted to the local workforce, knowing that the changes Truckee has faced since the onset of COVID have now created more impacts with the workforce pushed out of current housing stock, making longer commutes for Truckee's tourist-based economy, which then creates more GHG, traffic, and public safety danger in the event of a wildfire/evacuation.

Utilities/Infrastructure

The preferred alternative as selected by Council will likely change the needs for utilities and infrastructure to serve the projected growth for Truckee 2040. When the 2015 Canyon Springs proposal was evaluated, it was assumed that utilities needed to be upgraded to serve 200+ units on the eastern edge of Truckee, along with the potential need to grow Truckee and include the sphere of influence (SOI). While that effort may no longer be necessary due to Canyon Springs being saved as open space, the Truckee 2040 General Plan and the projection of 50k residents may trigger new expansions in the SOI and utility upgrades. The community needs to understand how utilities and roadway infrastructure will be impacted and improved.

Environmental Justice

The inclusion of Environmental Justice with CEQA evaluation is new for General Plans in California. MAP addressed environmental justice concerns at the beginning of Truckee 2040 public process, knowing we have disadvantaged community members (DAC) that are not only impacted by poor land use planning and policies but often ignored in the planning process. This is due to participation barriers, such as language, access to online resources/technology, or not having time to participate in public meetings and hearings due to work obligations. MAP requested the CalEnviro screening be re-done in 2018, knowing that we were not correctly analyzing our DAC members. We also have a history of not thoroughly engaging DAC members in land use planning. Some initial meetings included Spanish translators, but with the chaos of COVID that community inclusion disappeared.

Additionally, the development of the Upper McIver site, whether for low-income housing or a long-term healthcare facility, is a significant environmental and social justice issue. Placing low-income or health impaired residents along a highway with poor air quality and noise impacts is inappropriate and illuminates Truckee's lack of care for DAC members. Please include environmental justice analysis for the Truckee

2040 EIR. We cannot ignore community members who sadly do not have a voice in the planning process.

Cumulative Impacts

During the last General Plan update, the community assumed significant growth for Master Plans and Specific Plans such as the Railyard, Hilltop, PC1/Coldstream, PC2/Gray's Crossing, and PC3/Joerger Ranch. These areas encapsulate much more density and development, yet that has not been illustrated or evaluated in the Truckee 2040 process yet. Instead, the additional five-focus areas for the land use alternatives have been the primary focus of conversations, ignoring the areas that have been designated for infill and density. This is classic piece-meal planning and is frowned upon under CEQA. It is a distraction for the community to look at these new five focus areas for land use alternatives while ignoring the approved Master Plans and Specific Plans to understand growth implications and planning efforts to date. The EIR needs to truthfully evaluate the areas that have been contemplated for density, growth, and infrastructure under the current 2025 General Plan while also analyzing the development plans outside of Truckee's Town boundary. A comprehensive cumulative impacts analysis would include the following site and land use plans:

Highlands at Northstar – Mountainside partners still has 1,2500 units entitled under development applications for the Martis Valley Community Plan, Placer County, CA.

Martis Valley West – Proposed 760 luxury residential units + 6.6 acres of commercial development on Brockway Summit. Project is under litigation by MAP, Sierra Watch, and the League to Save Lake Tahoe.

Palisades Village Proposal – Massive new village proposal (1,200 lodging units, 90k square foot water park, housing development in Shirley Canyon and also under litigation by Sierra Watch.

Northstar Mountain Master Plan – No new parking, but many new recreational improvements and amenities, which will create increased GHG's and VMT's.

Tahoe Basin Area Plan/Kings Beach – There are many projects being contemplated in the Kings Beach plan area for Placer County. The commercial town center project, the Laulima Condo proposal are a couple that need to be part of the cumulative analysis.

Truckee Tahoe Airport Master Plan Update – TTAD is just starting the process of updating the 2015 Master Plan, which included non-aviation development along Soaring Way and a third runway, which needs to be included in the cumulative analysis.

Tahoe Truckee Sanitation Agency – in 2020, TTSA updated their Master Plan which originally had 26,000 residential hook-ups for sewer and is now planning to double those resources providing 56,000 residential hook-ups for sewer. This is a huge increase in service, which will negatively impact air quality and water quality, as the TTSA facility already creates major off-gassing from their operations, impacting the river and recreation along the Legacy Trail.

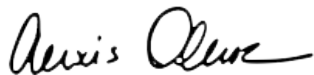
Dollar Creek Housing – Placer County and Pacific Related are proposing 150 apartments, and commercial development along SR 28 in the Lake Tahoe Basin.

Boulder Bay – The Boulder Bay project has also intensified, and while the actual project is located on the Nevada side of Lake Tahoe, land use impacts will be generated with increased traffic, GHG, and fire risks for evacuation.

Homewood Master Plan – The original plan was litigated, and now is changing to a privatized resort.

Thank you again, for taking into consideration MAP's NOP scoping comments for the preparation of the EIR. Our group, along with the hundreds of residents who have participated in the public process are asking for a more responsible approach to development, along with truthful analysis for the EIR when considering impacts to the environment and community. Attached to our letter is also the Environment & Community Land Use Alternative Criteria, which has been referred to since Summer and Fall 2021 as part of the public process. Feel free to contact me with any questions regarding our public comments for the EIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Alexis Ollar". The signature is fluid and cursive, with the first name "Alexis" and last name "Ollar" clearly distinguishable.

Alexis Ollar
MAP Executive Director
530.582.6751
Alexis@mapf.org

Truckee 2040 – Land Use Alternative

Environment & Community

The proposed draft land use alternatives do not align with community priorities or land use goals, honoring character, open space, enhancement of natural resources, sustainable land use patterns, and a focus on the Truckee River. **We advocate for a land use alternative that prioritizes the environment and community, not a pro-growth agenda.** We support an alternative that utilizes the 2025 General Plan as a baseline and includes removing inappropriate zoning at Upper McIver and Canyon Springs, reducing environmental threats through realistic mitigation plans, and improves zoning via overlays that prioritize housing for the local workforce, seniors, disabled and disadvantaged community members (DAC).

We propose an alternative that honors the environment and community with viable programs to deal with traffic, transit, wildfire, and climate action planning. The Transit Plan and Climate Action Plan must be aligned and implemented if we are considering changing our land uses. Please take the following comments into consideration towards establishing the **Environment & Community Alternative**:

Donner Lake

- Policies, programs, and mitigation measures to deal with existing conditions must be identified before more density can be planned for Donner Lake (i.e. traffic, transit, parking, water quality, wildfire).
- Mixed-use zoning to support workforce housing and neighborhood commercial could be supported, but only with a viable mitigation plan in place.
- Maintain 2025 GP thresholds, create more multi-family opportunities in appropriate areas, and identify parcels that could support an overlay for deed restricted housing to serve the local workforce, seniors, the disabled and DAC.

Gateway/Donner Pass

- Redevelopment must be a priority in this focus area for shopping centers and housing, addressing today's needs and current conditions.
- Policies, programs, and mitigation measures to deal with existing conditions must be identified before more density can be planned (i.e. traffic, transit, parking, wildfire).
- Hospital Campus needs to provide future uses that are compatible with the neighborhood and create mitigation for dealing with the existing conditions. The old Gateway building should have neighborhood commercial that retains current uses, activates the streetscape, and places workforce or senior housing on top of the commercial, not developing 100+ units on a steep slope, with a dense forest, poor ingress/egress, meadows below, next to the highway. This is a social and environmental justice issue.
- Hospital Campus zoning needs more clarity and definition for proposed uses.
 - As Hospital Campus grows, there is a concern for the loss of community serving businesses and character to the historic neighborhoods.

- Upper McIver needs to be returned to its original zoning of Open Space / Resource Conservation. Town of Truckee should purchase the parcel from Tahoe Forest Hospital, and right the wrong that was created through inappropriate zoning, and a rushed public process, with no environmental review in 2018. The up zone would now allow for 100 units and there is no guarantee with the zoning that the site will be affordable housing.
 - Please note that new state law for density bonuses would allow for up to 200 units on this property if the project was proposed to be 100% affordable. This is true for all properties in the Town. This equates to more than 2.5 Artist Loft buildings for a visual on Upper McIver.
- 2025 GP thresholds for the Gateway allow 70 SFR and 124 MFR. This area is an important corridor for local services and historic neighborhoods. We must work to protect the character and create real mitigation plans to support the 2025 thresholds.
- The 2025 GP has the capacity for an additional 99K sq. ft of commercial in the Gateway area. This corridor is heavily congested, and has a very healthy capacity for new commercial. We need mitigation in place to deal with what we have already planned + redevelopment.
- Building height needs to be limited to 2 stories in the corridor to maintain character and to prevent winter hazards with building shadows along the roadway. Building heights of 3 stories could be considered relative to appropriateness and with additional environmental/viewshed study.
- We must utilize an approach that assesses each parcel for its viability to develop housing and how best to determine what type and how much housing is appropriate given location, topography, transit, and access in this area. The Innovate Gateway process is recommending a very dense urbanized land use pattern that is at odds with the character and lack of current mitigation to deal with existing conditions.

North State Route 89

- Development at Grays Crossing/PC2, as planned in the prior Specific Plan should move forward with the 2025 GP thresholds for 452 SFR and 330 MFR.
- Cottage site must be prioritized for the local workforce/senior housing, honoring the original concept for small, affordable, deed restricted starter homes with maximum square footage allowances. (Ex. Not to exceed 1500 sq. ft.)
- Industrial zoning at Pioneer Commerce needs to be retained. The BIZ zoning concept creates more flexibility, thus convoluting the intent for industrial. The BIZ zoning according to the Joerger Ranch SP outlines targeted uses for specialty food/spirit production & distribution, research and development facilities for high tech, green technology, and culinary uses. The BIZ zoning will create more business park/commercial uses, which Truckee does not need according to BAE 2020 and survey respondents. We should retain Industrial zoning at Pioneer, rather than supporting a BIZ type of zoning that allows for uses that will eliminate industrial square footage.

- The Pioneer Commerce area needs new environmental analysis to understand the impacts of mixed-use zoning with industrial. Residents in and near Pioneer Commerce have participated in land use hearings stating extreme impacts with the industrial uses (i.e. noise, air quality, public safety, and quality of life).
- Retain public zoning at Alder Creek, without clarity of what the 'workforce housing' zoning really is, how can we support that type of land use? School may need to expand due to growing community and we should not limit this.

West River

- Prioritize the River Revitalization plan with an Overlay District and priority given to reassess the hurdles related to co-housing, industrial relocation, and river access for the public.
- Conduct an audit of existing industrial businesses to see how feasible it is to relocate, create incentives, or clean up existing businesses to be better river stewards if moving is not feasible.
- West River should be prioritized for redevelopment and clean up non-conforming land uses for the river.
- BIZ zoning will create more commercial and business park development, which is not a priority of the River Revitalization plan.

Glenshire

- The site formerly known as Canyon Springs should be preserved as community open space, removing inappropriate zoning that was never supported by the community.
- Acknowledge the real and tangible limitations to development at this location including wildlife corridor, wildfire evacuation, wetlands, steep topography, access, expansive soils, and sprawl at the edge of town.
- Commercial at Glenshire Drive/Dorchester should maintain the current 2025 GP thresholds for 26,000 sq. ft. prioritizing neighborhood services with a mitigation plan to address VMT/GHG, and transit for Eastern Truckee.
- Purchasing open space areas outside the town in Eastern Truckee, the Sphere of Influence (SOI) should be prioritized for wildfire mitigation and wildlife preservation.

Planned Growth Areas

Since the beginning of the Land Use Alternatives process, we have requested that GPAC, Truckee decision-makers, and the community understand the amount of planned growth Truckee has already approved through Master Plans and Specific Plans such as the Railyard, Hilltop, PC1, PC2, and PC3. By ignoring these areas and focusing on the five Truckee 2040 focus areas we are piecemeal planning and not fully considering the impacts of approved, unbuilt development. Please provide this data to illustrate the areas where we have already projected housing units and commercial, so that we understand how much growth is already planned.

Through the Truckee 2040 General Plan update, we propose the following Overlay Districts for existing Specific Plan & Master Plan locations including:

- The Railyard
- Hilltop
- Coldstream/PC-1
- Gray's Crossing/PC-2
- Joerger Ranch/PC-3

The Overlay Districts would allow for a review of current policies, programs and buildout projections to determine their appropriateness for today's climate and conditions. Utilizing a lens from the Climate Action Plan, the Overlay Districts would include prioritization of the following elements:

- Topography & Environmental Constraints
- Locals' Housing
 - Targeting a range of income levels, ages, abilities and cultural backgrounds.
 - Awareness of density bonus laws that create more housing, and unmitigatable impacts that must be addressed.
- Transit
- Public Safety including Wildfire Evacuation Plans
 - No more development in the Wildland Urban Interface WUI
- Opportunities for Revitalization & Redevelopment
- Open Space Preservation, Protection & Purchase
- Natural Resource Restoration and Enhancement

Climate Action Plan (CAP)

Drafted in 2019/2020, the draft CAP has 100+ strategies created to reduce greenhouse gas emissions (GHG) for energy, waste, consumption, and land use. We need those strategies to be aligned with the land use alternatives before we can really consider adding density or changing zoning for the five focus areas. Within the five focus areas we need to recognize the exiting conditions, current zoning, and new criteria for addressing land use changes.

Legal Constraints

We recognize there are laws in place to move housing forward in the State of California due to the housing crisis. There are also laws in place to protect the health and well-being of California residents and the environment under the California Environmental Quality Act (CEQA). Additionally, considerations for high severity, fire danger areas are creating a legal precedent in our region, (i.e. Martis Valley West and the Village at Squaw Valley), which we must acknowledge when planning for the future. While SB 330 and takings lawsuits continue to underscore why we can't change zoning, please recognize that our landscape is a high-severity fire danger area, which needs heightened mitigation and attention for Truckee 2040.



MARCH 14, 2022 SCOPING SESSION

SUMMARY OF VERBAL PUBLIC COMMENTS

Alexis Ollar—The consultants should analyze the Planning Commission alternative in addition to the final selected alternative.

Fire evacuation and high fire hazard severity zones also need to be analyzed.

Evaluate the CAP and how those strategies will be used to reduce GHG emissions

Upper McIver- The current proposal is for a long-term healthcare facility vs. what was supposed to be a low-income housing project.

Coral Cavanaugh—What is included in the list of resource areas and are there any that are not being included in the EIR?

Alex—There were a number of alternatives that were discussed. What are they and are there other alternatives that will be looked at?

Nikki Riley—There are impacts related to our airport that need to be assessed comprehensively. This includes GHG emissions, noise, and accidents.

There has been significant growth related to tourism, Interstate 80 is closed and there are GHG increased from idling cars.

Alternatives- The EIR should look at the 2025 General Plan as a point of comparison. The Planning Commission felt that the 2025 General Plan was superior to what is proposed in the 2040 plan.

From: Jan Zabriskie <JZabriskie@townoftruckee.com>
Sent: Saturday, April 2, 2022 2:05 PM
To: Jenna Gatto
Subject: My comments on the Genral Plan Update EIR NOP

Jenna: below are my comments for the General Plan EIR NOP

► Scope of Environmental Analysis. Guidance on the scope of analysis for the EIR, including identification of specific environmental issues that may warrant closer study.

Environmental issues arising from the population and visitation growth that will occur under both the current and preferred land use alternatives will include degradation of the natural environment within and outside the town boundaries, increased greenhouse gas emissions, traffic congestion, increased parking demand, a reduction of open space remaining on undeveloped property, a further loss of large trees, and potential drops in shallow groundwater tables. They warrant closer study than is provided in the current general plan.

The EIR should analyze environmental impacts in the context of a realistic projection of growth of permanent residents and visitors, both within and adjacent to the town.

The analysis should also be based on a realistic estimate of potential housing growth resulting from state and local laws and policies that have been adopted to make housing more affordable. The current general plan, at page 2-8, assumed that one housing unit in every five would have a secondary unit, resulting in an effective allowed density that is 20 percent greater than the maximum stated. This "effective allowed density" needs to be revisited and revised in light of the subsequent changes in housing laws.

Environmental issues resulting from actual and potential development outside of the town boundaries should be identified and appropriate revisions to the town's sphere of influence and the land use designations within an updated sphere should be set.

Analysis should cover issues identified in the Climate Adaptation Plan to be included in the Safety Element.

The analysis should identify and give consideration to any difference in environmental impacts resulting from seasonal variations in population and visitations.

► Mitigation Measures. Ideas for feasible mitigation that would avoid, eliminate, or reduce anticipated significant impacts.

Establish incentives and fund restoration and expansion of natural lands, particularly meadows, riparian habitats both on lands designated for development and those being preserved as open space.

Establish re-forestation policy consistent with a carbon sequestration goal, urban shading, and wildlife habitat improvement, reduced soil erosion and evaporation, and wildfire protection.

Adopt mobility measures, both in terms of transportation and routes, to reduce vehicular trip distances, dependence on private automobiles, and parking demand.

Implement land use and building design standards that facilitate and encourage multi-modal mobility to ensure that new development is designed, sited and oriented to facilitate pedestrian, bicycle and other non-motorized travel.

Create residential neighborhood traffic management (traffic calming) plans to improve livability by reducing speeding and traffic volumes and increase safety for walking and bicycling.

Incentivize infill housing and peripheral open space to help minimize VMT, wildfire risk, greenhouse gas emissions, parking need, trip distances, traffic, and housing pressure. Measures directed at compact and clustered Infill housing should also help reduce infrastructure costs.

Identify appropriate sites for potential solar generation facilities.

Identify best practices for reduced energy consumption and greenhouse gas emissions in existing and new construction.

Redesignate Sphere of Influence land-uses as recreation or conservation open space.

Establish policy that encourages smaller dwelling units, e.g., [1] limit housing footprint to one-half area of lot, and/or [2] maximum square footage of house, e.g., 2,500 square feet.

Incorporate wildfire land-use recommendations into the land-use designations.

Design fair compensation program for converting developable land to open space through development rights transfers, land-swaps, conservation easements, and/or eminent domain.

Streamline entitlement process for work-force infill housing.

Ensure that land-use is compatible with a climate action plan that will comply with the California Environmental Quality Act (CEQA) Guidelines to help streamline the CEQA review for future development projects that are consistent with the plan.

► **Alternatives.** Suggestions for alternative policies or land use designations that could potentially reduce or avoid anticipated significant impacts.

The EIR for the current general plan included mixed-use, economic diversification, and increased housing land-use alternatives. The EIR for the update should include an environmental alternative that emphasizes reductions in VMT, wildfire risk, greenhouse gas emissions, parking need, cars on the road, and housing pressure. These objectives could presumably be achieved collectively through an alternative that provides for compact housing developments along the town's major corridors, while minimizing land-use densities and intensities in outlying areas, along with an open space buffer partly established through a revised sphere of influence. (See, generally, the July 22, 2021 Briefing Book at pages 71 through 84.)

Another land-use alternative should be an updated economic diversification model that takes the shortcomings of the existing general plan and changed circumstances into account.

Designate land-use areas at town entrances for park-and-ride lots to reduce traffic and parking demand elsewhere.

Establish a mobile-home park land use designation and zoning for our existing mobile-home parks.



NATIVE AMERICAN HERITAGE COMMISSION

March 7, 2022

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

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nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2022030190, The Truckee 2040 General Plan and Downtown Specific Plan Update Project, Nevada County

Dear Ms. Gatto:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides 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. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

Town of Truckee

10183 Truckee Airport Road

Truckee, CA 96161

Dear Jenna,

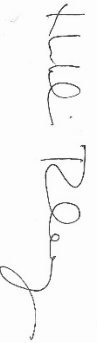
Please see my comments below, related to the Environmental Impact Report's (EIR) Notice of Preparation for the Town of Truckee's 2040 General Plan Update Process.

In preparation for the draft EIR, I respectfully request the following items be addressed as they relate to potential impacts the Town of Truckee and greater North Lake Tahoe region, will experience with the proposed land use alternatives.

1. Please address the cumulative impacts experienced by the Town of Truckee with the Truckee Tahoe Airport District (TTAD). As the town is encompassed by the local airport and the planes utilize airspace within and around the town, it is important to understand how the community and environment is affected. TTAD has experienced a dramatic increase in its flight traffic over the last 5 years. The influx of wealthy visitors and part-time residents has created a situation with frequent planes flying overhead, trafficking, taking off and landing. The plane traffic includes a variety of plane types, including large jets, single and double propeller planes and gliders.
 - The plane traffic is not limited to those planes arriving and departing but includes planes that circle the community during training periods. Traffic also includes the skydive company that circles the community as it drops people off and has frequent take offs and landings. The Soar Truckee company conducts glider plane tours with frequent takeoffs and landings as well.
 - The airport maintains it is unable to mitigate the frequency of the planes utilizing the airspace as it is all under the FAA's control. Additionally, they are not able to control where the pilots fly their planes. Despite having flight paths indicated on the TTAD website, many pilots do not heed this direction. Planes are also impacting the Town from nearby Carson City and Reno, adding to the air and noise pollution.
 - An unchecked airport must be assessed for its environmental impacts to the region. This includes but is not limited to GHG emissions, noise, public health and safety and quality of life.
 - Last year we experienced two fatal plane crashes with one crash occurring in a mostly locals' neighborhood in close proximity to a school bus full of kids who watched the fiery crash in front of them.
2. Please assess and analyze the impacts created by the increased density at the Upper McIver site. This site was upzoned to multi-family residential during the last Housing Element in an effort to address the shortfall of Regional Housing Needs Analysis numbers required by the state. I have not been able to identify an environmental review that took place in conjunction with the upzoning that addressed the impacts created by

- this decision. As this site sits adjacent to Interstate 80 there are inherent impacts due to the noise and pollution created by this proposal. There is limited access to the site both from the major roadway, Donner Pass Road as well through the existing Tahoe Forest Hospital use adjacent to the property. Traffic and circulation, noise, safety, air pollution and possible environmental justice impacts should be addressed. This site is not suitable for the type or intensity of development proposed by the Town.
3. Wildfires are becoming a way of life for us in Truckee. Whether impacted by smoke during summer months or restricted in our travel due to wildfires around us, it is not a question of if, but when, we the residents of Truckee will have to evacuate due to wildfire. Our current infrastructure does not appear to be sufficient to accommodate the demands that a wildfire could impose on us, especially during the summer when our visitorship is at its greatest numbers. We are impacted by many variables with regards to our public safety, including the fact that most major roadways lead to the same place. Should Lake Tahoe need to evacuate, there are few roads to access with 1000s of homes utilizing the same roads. The Truckee2040 plan's land use alternatives propose to increase our housing stock, as well as commercial infrastructure to a much greater degree than the current Truckee 2025 plan. How will wildfire evacuation be managed with the growth of Truckee and its adjacent communities in Placer County and at Lake Tahoe? Where will the people go?
 4. The Truckee2040 plan increases development at Donner Lake. Please address and analyze the impacts to the lake caused by ghg emissions, traffic, parking and recreation.
 5. The recent multifamily housing projects in Truckee, including Coburn Crossing, the Artist Lofts and Frishman Hollow 2 were built with prefabricated construction and trucked to Truckee on large vehicles. Given the Truckee2040 plan proposes a significant increase in multi-family housing, please address the increased environmental impacts caused by required travel to get the projects on site.
 6. The Truckee 2040 plan proposes to increase the amount of job creating uses with commercial, retail and industrial uses. We are currently facing a housing crisis for our local workforce. The influx of wealthy people has diminished the already small supply of somewhat "affordable" homes and apartments. With the existing housing crisis and a requirement that only 15% of new residential housing be "affordable" per the inclusionary housing policy, how will the increase in job creating uses with the new plan not make the current housing crisis worse?
 7. Additionally, with #6 above, the likelihood is that many of the new workers will commute, as many do now. Please analyze and address the ghg emissions created by the new workforce with this new plan who will inevitably commute from outside locales such as Reno, Sparks, Auburn &/or Sacramento.
 8. Please compare and contrast the impacts tied to the Truckee 2040 General Plan with the impacts tied to the current Truckee 2025 plan.

Thank you,



Nikki Riley

Truckee Planning Commissioner

SUBJECT: EIR scoping comments
ATTN: Jennifer Gatto, Town Staff, Town Council

1. Introductory and general comments

Current proposals are estimating Town build out at around 50,000 people which is only within Town of Truckee Town limits. There is vast acreage outside the Town limits also on the development radar. This current build out estimate is about double that of build out set by the present General Plan. COVID brought a massive population influx of new full time residents as well as a deluge of tourists wishing to escape urban areas. These two factors alone have caused huge infrastructure pressures to our Town. Increased remote working opportunity has allowed people to move here and work remotely. As per community outreach regarding land use development many 100s of comments were received. The general summary of these comments was that the community see SLOW growth as the best option for Truckee. There seems to be some disconnect between the “will of the people” and its elected officials and staff who seem to prefer a higher rate of growth and larger population.

The West (California) is in an unprecedented drought. Massive forest fires are the norm with several entire rural towns having been totally destroyed. Regarding our area, the statement; “it is not if, it is when?” defines our forest fire danger. The studies are quite clear regarding significant evacuation problems. The courts have rejected several large development proposals with the afore being a major variable.

A basic tenet of the existing General Plan is the retention of our small rural mountain town character. Some would say that we are already well beyond that . Thus, our guiding document as a Town has already been eroded ,yielding to the ever present growth and development desires and pressures.

The Planet is experiencing environmental unbalance at an unprecedented rate. We locally continue to decimate large swaths of forests for massive buildings and impermeable parking lots thus losing carbon sequestering trees and ground water absorption. We face increasing issues with wild life who are losing their homes and invading ours in a desperate effort to survive.

Along with all these issues we consider ourselves stewards of our environment. Most of us residents are deeply in love with this PLACE and are willing to do what it takes to protect it. Yet, the pressures to grow, to have massive housing complexes, to attract more and more tourists seems to win the day.

To say we have environmental impact is well understated. This EIR is so important to get right. There are so very many environmental issues,, large and small, to address. Are we willing as a community, to do what it takes? It requires being aligned across our community so that our energies are all pulling the cart in the same direction.

2. Traffic/transit/parking

To say that this is a huge problem is an understatement. As we are inundated by tourists ;all of who arrive here by car ;with no good solutions for alternatives to that, do we end up going to a reservation system like Yosemite? We can only handle so much. Development of a really usable public transport system in a far flung “rural” community is most daunting and requires highly creative solutions. (we have 100s of high school students driving their cars to school when school bus services are free and available---cause it’s cool) How do we haul around our recreation toys on public transport? Is the creation of “anchor” mass parking (garages) make sense with shuttle public transit from those cores? Why not “Truckee Thursday” the downtown core with dedicated bike lanes thru it? Probably because the merchants fear change. Can “micro transit” into our far flung sub divisions be

developed at such a level that it will have high usability? So far, not even a dent has been made in this issue that has massive environmental implications.

3. Building heights, locations, design.

As we build to infill as we do, we create problems with snow storage. Then we run heavy moving equipment and trucks to take the snow out of town, pumping more pollutants into or pristine air. We build large buildings next to major thoroughfares creating a shadow in the winter and resulting icing over of roads and sidewalks (ala Grocery Outlet). Higher buildings tend to detract from view sheds, another environmental issue. Again we seem to allow our perceived desire for growth to paint us into these corners.

4. Aesthetics, scenic resources and light pollution.

We now have 4 story or so, large apartment complexes all around us at entrances to Town. Aesthetics, hmmm. Commercial buildings with decorative and flood lighting on all or most of the night. Scenic resources ; Donner Lake; over run by traffic and people. Environmental impact—oh, yes. How does this all get balanced out to maintain the lovely environment we all came and come here to savor and maintain?

5. What next

This list of environmental concerns is obviously not compete, but gives some examples of our dire environmental circumstances much in need of attention. Just focusing on our community, much less the planet as a whole, all the evidence points to a “tipping point” which is clearly upon us. Extraordinary times require extraordinary measures. Climate, toxic pandemics, over use of resources , huge wealth inequities are but a few of the issues having significant effects.

I would propose that in order to get a handle on the vast array of environmental impacts we have to address here in our relatively small community we must change our focus from “growth” to “balance”. As it stands now it appears to me that we address these environmental issues to allow us to grow more. A vicious cycle it would appear.

So, let us consider “extraordinary measures” in order to save what we have left here. We all want what is best for this special place environmentally. Now we need the will to REALLY do it.

Sincerely presented,

Rolf Godon
POBox 3395
Truckee, Ca 96160

Date: April 4, 2022
To: Jenna Gatto, Town of Truckee Planning Manager
From: Ruth Jackson Hall, Truckee Resident
RE: Scoping Comments for the Truckee GPU EIR:

Thank you for including the following comments.

- **Aesthetics, Scenic Resources**
Truckee's greatest gift is its magnificent natural setting. Preserving viewsheds along Donner Pass Road (DPR,) the historic route through Truckee is critical to Truckee's identity. The General Plan designates both Downtown and Gateway as Special Character districts along the DPR corridor. In spite of these areas having been intensively studied throughout the General Plan Update process, current land use plans do not reflect the wishes of the community as demonstrated through extensive public comment. The proposed height, density, mass, and placement of new structures will detract from the surrounding mountains, forests and view sheds. Tall buildings too close to the street will create an east/west tunneling effect and narrow the vistas of Donner Summit to the west and Mt. Rose to the east. The public also recommended that new development in Gateway remain in the two to three-story range and avoid building massing. By breaking up mass with green, open space and tree-lined streets, we will also support climate goals by providing the conditions for walkability and bike-ability.
While the community supports the need to prevent "suburban sprawl," we do not support destroying the character and heart of Truckee's core. The moral of the story of "Killing the goose that laid the golden egg" comes to mind.
- **Air Quality** ^[L]_[SEP]
Three biomass plants are currently being studied for the Truckee area with locations at the Eastern Landfill at Cabin Creek, Northstar Ski Resort and Truckee Airport. While recognizing the urgency of wildland fire prevention and the need to dispose of forest fuels, it will be prudent to study any potential public health impacts from cumulative emissions from these plants. Several years ago, when the Cabin Creek plant was originally proposed, public concerns were raised regarding the wind direction from west to east carrying pollutants through Truckee along a low-income neighborhood route (West River, Brockway) and settling in Martis Valley during weather inversions. The Center for Biological Resources is on record in its concern over public health impacts from the siting at Cabin Creek. There is also controversy as to the carbon neutrality of biomass, as reflected by climate scientists and international environmental groups. Also factored into air quality and should be the anticipated reopening of the Loyaltan Biomass Plant along AND sawmill located 37 miles North of Truckee. I remember the significant impact of lumber trucks travelling on

Hwy 89 North between Sierraville and Truckee before the old Sierra Valley sawmill was closed.

- Climate Change and Greenhouse Gas Emissions ^[1]_{SEP}
To meet our climate goals, we need a fully researched public transit plan to understand our capacity to get people out of cars. We also need to understand regional traffic capacity in light of our rapidly growing population. What is the population number at build-out that our roads can sustain?
- Hydrology and Water Quality ^[1]_{SEP}
We need to have a better understanding of our groundwater supply in Martis Valley in relation to seasonal population demands and rapid population growth in general. Our delicate ecosystem, including wildlife habitat, is at risk. We need to view all future development with the goal of protecting wetlands and waterways. An area currently at risk is Upper McGiver, adjacent to I-80, where TFHD is planning a housing development. Upper McIver drains toward the McIver Meadow and its sensitive wetlands. Drainage from I-80 has long plagued and flooded downhill development with failed culverts and well-known drainage issues. This historic drainage to the Gateway neighborhood is reflected in its street names -- Lake Street and Spring Street.
- Population and Housing ^[1]_{SEP} □
We need a better understanding of our population capacity at build-out before committing to GPU-proposed densities. Surveys on growth models showed that the majority of the public wish to retain the small town character of Truckee and voted for the low growth alternative reflected in our current General Plan. Because housing our workforce is a true crisis and because almost all the remaining developable land is in private hands, sufficient housing to serve our working populations will be difficult to achieve. We need to ensure we are doing everything possible to achieve housing affordable to the workforce that is keeping this community running. What incentives will motivate developers to build affordable units beyond the bare minimum required? We cannot build ourselves out of the housing crisis a few affordable units at a time.
- Wildfire
With most of Truckee's population located in very high wildfire zones and our roadways very constricted, how will proposed development and population growth impact our ability to safely evacuate in a wildfire? It was eye-opening to learn recently that it could take 12 hours to evacuate Squaw Valley via Hwy 89S in a wildfire. What are the estimates to evacuate Truckee when the population swells on a busy summer day?
- Town Character

Town character is of utmost concern to our community. Truckee is a small western town set in a majestic mountain landscape with a huge historic legacy. It is evident from GPU surveys that we want to preserve our legacy. We want development to reflect our values and small town feel. This can be achieved through sensitive growth, architectural design, retention of open space and viewsheds, preservation of trees, protection of our environment and maintenance of the overall charm for which Truckee is known. Overcrowding, city traffic jams, and urbanization are incompatible with our values and legacy.

Thank you for your consideration.

Ruth Jackson Hall

From: Dan Cockrum <dancockrum@yahoo.com>
Sent: Saturday, April 2, 2022 3:12 PM
To: Jenna Gatto
Subject: Truckee 2040 General Plan EIR Comments

The same significant impacts identified in the 2025 Truckee General Plan continue in the proposed 2040 General Plan and only get worse. These impacts were brushed off as unavoidable in the previous EIR and should be properly addressed in the new document.

1. **Aesthetics and Visual Quality** – Proposed growth and rezoning for increased density serves to encourage poor building design and increased mass, scale and building height. Truckee’s mountain character will continue to diminish unless controls are put in place to guide and properly review building design. Current Design Guidelines for general building and in particular for the Historic Districts lack specifics necessary to truly guide property developers. New construction in Truckee already receives much criticism (think Artist Lofts) and proposed projects, such as the Residences at Jibboom Street represent a negative impact on Truckee’s character. Truckee needs a real architectural review committee similar to HPAC that has guidelines and some teeth to stop high impact projects. The town must adopt a “Story Pole” ordinance so the community and review authority can properly visualize the mass and scale of proposed projects. This approach was successful in demonstrating the faults of the massive Hotel Avery project.
2. **Noise** – Anything that promotes growth in Truckee will increase traffic and general people related noise. A growing concern is increasing noise generated by outside commercial venues. Truckee needs stiffer ordinances and enforcement over music coming from such venues
3. **Population, Employment, and Housing** – Proposed growth will have a significant impact on utility services, some of which are already less than reliable. Lofty goals and ideals have yet to make any real impact on the availability of affordable housing for Truckee workers. Why would the town want to increase residential or commercial development and thereby increase the demand for employees that have no place to live? The push for “up zoning” and increased density serves only as a smoke screen to cover high density projects that never become available to the low income workforce, but offer economic advantages to the developers.
4. **Transportation, Traffic, and Circulation** – Anyway you cut it, growth will significantly impact Truckee, a town heavily dependent on the automobile and without realistic public transportation networks. Level of Service and parking issues are already out of control and will only get worse with growth and higher density proposals. The influx of remote workers over the past two years has demonstrated just how bad the impacts have become.

A plan without real specific mitigation measures only presents problems for future decision makers and degrades the quality of life for our residents and visitors alike. Nothing is unavoidable; it just takes some real planning and solutions rather than a bunch of meaningless words.

We need specifics and town planners and decision makers need to focus on quality of life issues a majority of Truckee citizens really want solved. Far too much time is being devoted to overburdening

our electric grid, filling every available space with housing for the elites, and public policies designed to compel lifestyles only special interests want.

From: Dave Montgomery <modave@everyactioncustom.com>
Sent: Thursday, March 31, 2022 7:38 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

Focus Area #1 Donner Lake: Mixed-Use Low, a decreased density of 6-12 units per acre, and a maximum building height of two stories to preserve the visual character in the Donner Lake community and viewshed. Adding additional density to Donner Lake creates unintended consequences for water quality, public safety, additional vehicle trips, increased sediments in the watershed, light pollution, and public safety constraints in a wildfire and evacuation situation.

Focus Area #2 Donner Pass Road/Gateway Corridor: Utilize the 2025 General Plan buildout assumptions for Donner Pass Road/Gateway area, which did NOT contemplate the expansion of the Tahoe Forest Hospital Master Plan or the development of 100 units on Upper McIver. Any additional housing density considered for this area needs to be deed-restricted for 'local workforce' housing. The Floor Area Ratio (FAR) supported by the Town Council is too much. It will negatively impact the character, public safety, and the environment with a mass and scale that is inappropriate for this area. The FAR should not exceed 0.35. Development of Upper McIver will require removing tall tree stands, creating sediment loads for the 'restored' wetland, loud noises due to the highway proximity, poor air quality, and environmental justice impacts. This must be closely analyzed, with an alternative to transfer the density. Putting a long-term healthcare facility or low-income housing at this site highlights social and environmental justice impacts through poor zoning decisions.

Focus Area #3 State Route 89: Utilize the 2025 General Plan buildout assumptions for SR 89/Pioneer Commerce area with any future units to be deed-restricted for the 'local workforce'. Pioneer Commerce Center has become a mix of light industrial, commercial, and residential. Residents have complained about the quality of life, noise, air quality, and incompatible land uses. Additional density, increased FAR, and mixed residential units will further exacerbate environmental impacts.

Focus Area #4 West River: Redevelopment, industrial land use clean-up, and prioritizing housing for the 'local workforce' must be prioritized. The EIR should analyze mixed-use development with a FAR of 0.5 and 4 dwelling units per acre. The North and the West side of the river present different limitations and opportunities. Cleaning up existing industrial sites to be environmentally friendly should be part of the mitigation plan for Truckee 2040 while looking at mixed-use options for local workforce housing and business innovation that add value and access to the river.

Focus Area #5 Glenshire: Canyon Springs, 290 acres is now preserved in perpetuity, reducing environmental threats of developing sensitive wildlife habitats, high severity fire danger areas, eliminating greenhouse gas emissions, and vehicle miles with sprawling development on the eastern edge of Truckee. The site was sold as open space and should not warrant replacing the units under SB 330, considering the high-severity wildfire threats. The existing commercial land of 11 acres, should be analyzed for Mixed-Use Low, building heights with a maximum of two stories to maintain visual character.

Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Dave Montgomery
PO Box 323 Tahoma, CA 96142-0323

From: Denise Ellestad <denise.ellestad@everyactioncustom.com>
Sent: Monday, April 4, 2022 11:11 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Denise Ellestad
12030 Donner Pass Rd Ste 1 Truckee, CA 96161-4989

From: Dirty mike Jackson <eatassfuckthebay@everyactioncustom.com>
Sent: Friday, April 1, 2022 2:39 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Sincerely,
Dirty mike Jackson
666 SKI SLOPE Way Truckee, CA 96161

From: ERIK JOHNSON <erik@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 9:33 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Sincerely,
ERIK JOHNSON
10668 Balfour Reach Truckee, CA 96161-1210

From: Fiona McDonald <fionamcdonald2001@everyactioncustom.com>
Sent: Thursday, March 31, 2022 8:19 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Fiona McDonald
1857 Karin Dr Carson City, NV 89706-2645

From: Gayle Dana <gayleldana@everyactioncustom.com>
Sent: Monday, April 4, 2022 2:08 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

Focus Area #1 Donner Lake: Mixed-Use Low, a decreased density of 6-12 units per acre, and a maximum building height of two stories to preserve the visual character in the Donner Lake community and viewshed. Adding additional density to Donner Lake creates unintended consequences for water quality, public safety, additional vehicle trips, increased sediments in the watershed, light pollution, and public safety constraints in a wildfire and evacuation situation.

Focus Area #2 Donner Pass Road/Gateway Corridor: Utilize the 2025 General Plan buildout assumptions for Donner Pass Road/Gateway area, which did NOT contemplate the expansion of the Tahoe Forest Hospital Master Plan or the development of 100 units on Upper McIver. Any additional housing density considered for this area needs to be deed-restricted for 'local workforce' housing. The Floor Area Ratio (FAR) supported by the Town Council is too much. It will negatively impact the character, public safety, and the environment with a mass and scale that is inappropriate for this area. The FAR should not exceed 0.35. Development of Upper McIver will require removing tall tree stands, creating sediment loads for the 'restored' wetland, loud noises due to the highway proximity, poor air quality, and environmental justice impacts. This must be closely analyzed, with an alternative to transfer the density. Putting a long-term healthcare facility or low-income housing at this site highlights social and environmental justice impacts through poor zoning decisions.

Focus Area #3 State Route 89: Utilize the 2025 General Plan buildout assumptions for SR 89/Pioneer Commerce area with any future units to be deed-restricted for the 'local workforce'. Pioneer Commerce Center has become a mix of light industrial, commercial, and residential. Residents have complained about the quality of life, noise, air quality, and incompatible land uses. Additional density, increased FAR, and mixed residential units will further exacerbate environmental impacts.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Gayle Dana
11235 Northwoods Blvd Unit 2 Truckee, CA 96161-6034

From: Gino Piccardo <gino_piccardo@everyactioncustom.com>
Sent: Thursday, March 31, 2022 8:52 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Sincerely,
Gino Piccardo
10256 White Fir Rd Truckee, CA 96161-2120

From: Kit Bailey <kitbailey22@everyactioncustom.com>
Sent: Thursday, March 31, 2022 7:36 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Kit Bailey
1167 Sioux St South Lake Tahoe, CA 96150-5228

From: Linda Holman <lindahh6@everyactioncustom.com>
Sent: Friday, April 1, 2022 9:12 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Linda Holman
12059 Whitehorse Rd Truckee, CA 96161-1472

From: Lori Campusano <campgirls@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 2:24 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Lori Campusano
PO Box 8812 Truckee, CA 96162-8812

From: Lori Malone <malone2310@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 5:46 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

I am a full time resident of Truckee for the past 20+ years. We moved here to live in a small mountain town with truly the best sense of community we have ever experienced. Please do not allow Truckee to continue to grow beyond what this Town's infrastructure can withstand. Please keep Truckee as a small town community and tighten up the 2040 plan for the growth that it is going to allow. We need to preserve this beautiful small mountain town.

Sincerely,

Lori Malone

Sincerely,
Lori Malone
10689 Indian Pine Rd Truckee, CA 96161-2034

From: Melissa Campusano <m_graf_campusano3@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 2:27 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Sincerely,
Melissa Campusano
409 Watchmaker St Twin Falls, ID 83301-5214

From: Michelle Stoddard <mstoddard@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 5:30 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain

character, and protect Truckee's fragile environment. This approach is also consistent with the recent survey sent out when preferred and less growth option. Most of us live here because we don't want to be in a city or large town.

Sincerely,

Michelle Stoddard

PO Box 3925 Truckee, CA 96160-3925

From: Ricki Manahan <rickimanahan@everyactioncustom.com>
Sent: Thursday, March 31, 2022 9:51 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Ricki Manahan
14786 Glenshire Dr Truckee, CA 96161-1739

From: Robert Miller <millerrob035@everyactioncustom.com>
Sent: Monday, April 4, 2022 3:27 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with smart growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
Robert Miller
PO Box 4177 Truckee, CA 96160-4177

From: rolf godon <rgodon83@everyactioncustom.com>
Sent: Sunday, April 3, 2022 2:18 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

As the lead agency for the preparation of the Environmental Impact Report (EIR), I am respectfully requesting an environmentally superior alternative be considered. For the Notice of Preparation (NOP), please analyze the following criteria for the land use alternative and focus areas.

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Thank you for taking the time to incorporate my comments and suggestions for the preparation of the EIR. Please analyze an alternative that provides the community with less growth to improve public safety, preserve mountain character, and protect Truckee's fragile environment.

Sincerely,
rolf godon
PO Box 3395 Truckee, CA 96160-3395

From: Sara Emery <selemery@everyactioncustom.com>
Sent: Saturday, April 2, 2022 8:30 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Sara Emery
11710 Rocky Ridge Ct Truckee, CA 96161-3202

From: Stacey Justesen <justesense@everyactioncustom.com>
Sent: Sunday, April 3, 2022 9:12 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Stacey Justesen
13235 Hillside Dr Truckee, CA 96161-6812

From: Walter mirczak <WMirczak@everyactioncustom.com>
Sent: Saturday, April 2, 2022 10:28 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Walter mirczak
1192 Statford Way Tahoe Vista, CA 96148-9804

From: Alison Bermant <truckeelawyer@everyactioncustom.com>
Sent: Thursday, March 31, 2022 1:19 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Alison Bermant
12265 Sierra Dr E Truckee, CA 96161-5028

From: Bonne Lewis <bonspawprint@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 7:00 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

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Sincerely,
Bonne Lewis
11039 Coldwater Rd Truckee, CA 96161-1150

From: Bruce Brodie <catz2tg@everyactioncustom.com>
Sent: Monday, April 4, 2022 12:47 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

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Sincerely,
Bruce Brodie
15319 Sudsbury Cir Truckee, CA 96161-1574

From: Cameron Walters <emailcameronwalters@everyactioncustom.com>
Sent: Wednesday, March 30, 2022 10:43 PM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Cameron Walters
10275 Shore Pine Rd Truckee, CA 96161-2151

From: Christian Foley-Penrose <christianpenrose98@everyactioncustom.com>
Sent: Thursday, March 31, 2022 10:07 AM
To: Jenna Gatto
Subject: Truckee 2040 NOP Comment Letter

Dear Planning Manager Jenna Gato,

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Sincerely,
Christian Foley-Penrose
10100 Pioneer Trl # MH7 Truckee, CA 96161-2985