

**PLANNING COMMISSION RESOLUTION 2023-11
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION 2022-00000034/DP
(VILLAGE AT GRAY'S CROSSING CAR WASH)**

EXHIBIT "D"

**GRAY'S CROSSING SPECIFIC PLAN EIR
MITIGATION MEASURES**

This project is subject to the mitigation measures identified in the Gray's Crossing Specific Plan EIR, which was certified by the Town Council in 2004. Therefore, the below mitigation measures are required in addition to the project conditions of approval identified in Exhibit "B"

For access to the EIR, please use this link:

<https://portal.laserfiche.com/Portal/Browse.aspx?id=4758919&repo=r-6a91ddbc>

LAND USE

Mitigation Measure 4.1.1a The project applicant shall locate construction staging areas as far as feasibly possible from existing residential areas. Construction staging areas shall be identified on the project site improvement plans and shall be included as part of the submittal package for subsequent site plans / final maps for each phase of the PC-2 Specific Plan.

Mitigation Measure 4.1.1b Included as part of the submittal package for subsequent site plans / final maps, project applicants shall demonstrate to the Town and the Northern Sierra Air Quality Management District (NSAQMD) compliance with the Implementation Guidelines of the Town of Truckee Particulate Matter Air Quality Management Plan (AQMP). Compliance shall be documented in a Fugitive Dust Prevention and Control Plan, and shall extract key information from the AQMP and list all Best Management Practices (BMP's) to be implemented for the control of fugitive dust emissions throughout construction phases.

Mitigation Measure 4.1.1c Prior to commencement of any construction activities requiring complete or partial closure of existing roadways surrounding the project site, the project applicant shall perform the following tasks to the satisfaction of the Town of Truckee Public Works Department and Community Development Department, Planning Division:

- Provide written notice to property owners along affected roadways one week prior to roadway closures.
- To ensure public safety, clearly mark and secure roadway construction areas.
- Steel plates shall be placed over open trenches at the end of each work day to restore vehicle access to all residents.

Mitigation Measure 4.1.1d During construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging construction equipment and vehicles on the project site at the end of each workday rather than removing them.

Mitigation Measure 4.1.1e Locate fixed construction equipment such as compressors and generators as far as feasibly possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.

Mitigation Measure 4.1.3 The proposed Gray's Crossing service station shall be reduced in capacity to a four station 8-pump station, which is more reflective of a neighborhood fueling station.

Mitigation Measure 4.1.4 As opposed to a membership only golf course, the Gray's Crossing golf course shall be operated to provide limited use to lodge guests, as well as the public. This is known as a semi-private golf course, meaning that the course has members, but is also open to the public and allows outside play by visitors at special times. An example would be that public tee times would be available two-and-one-half days per week: Wednesdays and Thursdays all day and Saturday from noon to 2 pm. Further, the Lodge will offer stay-and-play packages guaranteeing special tee times daily for its guests. At all other times, the course would remain a private course reserved exclusively for its members. The specific details regarding public and lodge guest use shall be worked out between the applicant and the Town of Truckee.

Mitigation Measure 4.1.5 The project applicant shall modify the proposed Gray's Crossing Trails Plan to provide connection between the 4' soft surface trail adjacent to SR 89 with the proposed Class I bike trail adjacent to Alder Drive. The Town of Truckee will make a final determination of the project's trails plan's consistency with the intent of the adopted Town of Truckee Trails Master Plan.

Mitigation Measure 4.1.8 All subsequent site plans and final maps shall conform to the provisions of the Tahoe Truckee Airport District Comprehensive Land Use Plan (CLUP) to include, but not be limited to, land use and height restrictions of the CLUP.

TRANSPORTATION AND CIRCULATION

Mitigation Measure 4.2.1 Prior to the issuance of the first building permit for the project or the recordation of final subdivision maps (whichever comes first), the project applicant shall pay its fair share cost of improvements at the SR 267 / Northstar Drive and Donner Pass Road / Bridge Street intersections as described in Table 4.2-15. Prior to issuance of the first Certificate of Occupancy or recordation of the Phase I Final Subdivision Map (whichever comes first), the project applicant shall conduct a signal warrant analysis at the SR 89 / Donner Pass Road intersection. If found by Caltrans to warrant improvement, the project applicant shall construct a signal or roundabout at this location as described in Table 4.2-15. If a signal warrant is not met prior to Phase 1 construction, at the Town's discretion, the project applicant shall be responsible for preparing a roundabout or signal design acceptable to Caltrans, posting a bond with the Town of Truckee equal to 125 percent of the construction cost of the improvement, conducting a signal warrant analysis on an annual basis, as well as for construction of a signal or roundabout when warrants are determined by Caltrans to be met. These signal warrant analyses will need to consider construction traffic impacts. Finally, if a signal or roundabout is not warranted prior to Phase 2 construction, the applicant will be required to provide traffic management at the intersection during those construction traffic periods at which average delay exceeds 50 seconds per vehicle, or provide a construction traffic management plan that avoids this level of delay.

In addition, prior to issuance of the first Certificate of Occupancy or recordation of the Phase I Final Subdivision Map for Grays Crossing Phase 1, the applicant shall construct a northbound left-turn lane at the SR 89 / Alder Drive / Prosser Dam Road intersection. The applicant can alternatively construct a signal or roundabout at this location prior to recordation of subdivision maps or building permits for Phase I, if identified as appropriate by Caltrans based upon a signal warrant analysis. If approval of a signal or roundabout is not granted by Caltrans, the project applicant shall be responsible for preparing a roundabout or signal design acceptable to Caltrans, posting a bond with the Town of Truckee equal to 125 percent of the construction cost of the improvement,

conducting a signal warrant analysis on an annual basis, as well as for construction of a signal or roundabout when warrants are determined by Caltrans to be met.

The applicant would have the opportunity to recover a portion of costs from fees collected in the future from projects also contributing to future traffic growth at this intersection, as required by the Town of Truckee. Finally, all construction traffic shall be prohibited from entering SR 89 from Prosser Dam Road when exiting the Phase II construction areas (exiting via the Donner Pass Road access point), unless a signal or roundabout is in place.

Please note that the SR 89 North / Prosser Dam Road intersection and SR 89 / Alder Drive / Prosser Dam Road intersection were analyzed as both signalized intersections and as roundabouts, as shown in the site plan. In 2005 with a roundabout, both intersections are expected to operate at a LOS B or better for both the weekend and weekday plus project conditions.

For the purposes of determining the project's fair share cost, the percentage the Gray's Crossing project contributes to the total future growth in PM peak-hour total intersection volume at each intersection requiring mitigation is presented in Table 4.2-16. None of the improvements identified above are included in the existing Placer County or Town of Truckee Traffic Fee Programs. The fair share cost to improvements within the Town of Truckee shall be paid to the Town of Truckee. Similarly, the fair share cost to improvements within Placer County shall be paid to Placer County.

However, please note that the Town of Truckee and Placer County are currently conducting a joint study of a potential joint regional traffic impact mitigation program, which could mitigate the impact of planned growth on these regional facilities. The timing of this project may provide an opportunity to mitigate identified impacts to regional transportation facilities through a larger coordinated program. Therefore, if a regional traffic impact fee program is implemented by the Town of Truckee and Placer County and all the intersections identified as requiring mitigation in this EIR are contained in this fee program, the project applicant shall pay the appropriate amount into this fee program prior to the issuance of the first building permit for the project or the recordation of final subdivision maps. The project applicant's fee will be determined by the methodologies adopted as a part of the regional fee program. If some of the roadways or intersections identified above are not contained in the fee program, the project applicant shall pay its fair share to the additional improvements.

Mitigation Measure 4.2.7 As shown in Table 4.2-19, a draft calculation of the Town of Truckee traffic mitigation fee estimates the project applicant will be required to pay approximately \$1,926,821 to the Town of Truckee in the form of a Traffic Mitigation Fee prior to the completion of the project. However, this fee is subject to change and shall be collected prior to or in conjunction with the issuance of building permits or the recordation of final subdivision maps. Therefore, these fees will be incrementally applied to the phases of development when building permits are issued.

Mitigation Measure 4.2.8 The Town of Truckee and Placer County are currently conducting a joint study of a potential joint regional traffic impact mitigation program, which could mitigate the impact of planned growth on these regional facilities. The timing of this project may provide an opportunity to mitigate identified impacts to regional transportation facilities through a larger coordinated program. Therefore, if a regional traffic impact fee program is implemented by the Town of Truckee and Placer County and all the intersections and roadway identified as requiring mitigation in this EIR are contained in this fee program, the project applicant shall pay the appropriate amount into this fee program prior to the issuance of the first building permit for the project or the recordation of final subdivision maps. The project applicant's fee will be determined

by the methodologies adopted as a part of the regional fee program. If some of the roadways or intersections identified above are not contained in the fee program, the project applicant shall pay its fair share to the additional improvements.

If such a fee program is not in place, prior to the issuance of building permits or the recordation of final subdivision maps, the project applicant shall pay its fair share cost of improvements at the SR 267 / I-80 Westbound Ramp, SR 267 / I-80 Eastbound Ramp, SR 267 / Brockway Road, SR 267 / Airport Road / Schaffer Mill Road, SR 267 / Northstar Drive, Donner Pass Road / Pioneer Trail, Donner Pass Road / I-80 Eastbound Off Ramp, Donner Pass Road / Glenshire Road, Donner / Pass Road / Bridge Street, and Donner Pass Road / West River Street intersections, as well as its fair share to the cost of widening SR 267 and Schaffer Mill Road. The cost of these improvements will be determined by the Placer County and Town of Truckee Public Works Departments.

However, the project applicant must construct either a signal or roundabout at the SR 89 / Alder Drive and SR 89 / Donner Pass Road intersections, as identified in Mitigation Measure 4.2.1. The project applicant may request reimbursement from other developments for these improvements. The specific improvements needed at each intersection are described in Tables 4.2-33 to 4.2-34.

Please note that the SR 89 North / Prosser Dam Road and SR 89 North / Alder Drive / Prosser Dam Road intersections were analyzed assuming the provision of both signalized intersections and roundabouts (as shown in the site plan). In 2023, the roundabouts would operate at a LOS B or better under all scenarios. An analysis of the LOS of roundabouts if they were placed at the accesses along Prosser Dam Road was also conducted. It was determined that a single-lane roundabout with an inscribed circle diameter of 100 feet and a 16-foot circulating width would operate at a LOS A in 2023.

Please note that the SR 89 North / Prosser Dam Road and SR 89 North / Alder Drive / Prosser Dam Road intersections were analyzed assuming the provision of both signalized intersections and roundabouts (as shown in the site plan). In 2023, the roundabouts would operate at a LOS B or better under all scenarios. An analysis of the LOS of roundabouts if they were placed at the accesses along Prosser Dam Road was also conducted. It was determined that a single-lane roundabout with an inscribed circle diameter of 100 feet and a 16-foot circulating width would operate at a LOS A in 2023.

Mitigation Measure 4.2.9 Prior to the first building permit or recordation of Final Subdivision Map under Phase II, the project applicant shall prepare a transit plan identifying methods and equipment necessary to provide transit services for project residents, guests and employees. The plan shall also identify onsite improvements required to facilitate efficient transit operations. Transit services shall provide transportation to downtown Truckee and provide connections to private and public transit providers. The transit plan shall be reviewed and approved by the Town of Truckee Public Works Director, and may consider programs that serve other existing and planned developments in the northeast portion of Truckee. In addition, the plan shall accomplish the following:

- a) Identify the future transit demand that will result along the SR 89 North corridor upon build out of the area and determine whether transit service is warranted based upon the level of demand.
- b) Identify the level of service (frequency, days and hours of service) needed to meet the warranted demand.
- c) Identify the project's fair share cost of providing the required transit service. This shall include both capital and operating costs of the service.

- d) Identify the period (number of years) that the project will be required to partially fund the transit service operation, which shall be used to calculate the present value.

NOISE

Mitigation Measure 4.3.2a It is Truckee Tahoe Airport District policy to obtain an aviation easement over any land proposed for development that lies within 10,000 feet of a runway - referred to as Safety Area 3 in the CLUP. Such an easement should be obtained from all future noise-sensitive land uses within Gray's Crossing which would be affected by the Airport District Policy.

Mitigation Measure 4.3.2b Policy 1.3 of the Town of Truckee General Plan Noise Element and Section 18.44.050 of the Truckee Draft Development Code require proponents of new residential developments within the 55 CNEL contour of Truckee Tahoe Airport to evaluate aircraft noise and incorporate mitigation that is sufficient to bring interior levels to 45 CNEL. Such evaluations should be conducted for all noise-sensitive development located within the future 55 dB CNEL contour of the Truckee Tahoe Airport.

Mitigation Measure 4.3.4 Construction activities shall adhere to the requirements of the Town of Truckee with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.

AIR QUALITY

Mitigation Measure 4.4.1a Place dust control mitigation requirements in all construction contracts. All construction contracts will require the following:

- All construction activities would be subject to the requirements of the NSAQMD's Regulation 2, Rule 226 regarding dust control.
- Alternatives to open burning of vegetative material on the project site shall be used unless deemed infeasible by the NSAQMD. Suitable alternatives are chipping, mulching, or conversion to biomass fuel.
- Contractors shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
- All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
- All areas (including unpaved roads) with vehicle traffic shall be watered or have a dust palliative applied as necessary for stabilization of dust emissions.
- All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
- All land clearing, grading, earth moving or excavation activities shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- All inactive portions of the construction site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, apply County--approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. Acceptable materials that may be used for chemical soil stabilization include petroleum resins, asphaltic emulsions, acrylics, and adhesives which do not violate Regional Water Quality Control Board or California Air Resources Board standards.

- Paved streets adjacent construction sites shall be swept or washed at the end of each day, or as required to remove excess accumulations of silt and / or mud which may have resulted from activities at the construction site.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
- Re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.

Mitigation Measure 4.4.1b Place equipment and vehicle mitigation requirements in all construction contracts. All construction contracts will require the following:

- Contactors shall provide a plan for approval by the NSAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and / or other options as they become available.
- Properly maintain all mobile and stationary equipment.

Mitigation Measure 4.4.3 Incorporate the following measures as a condition of approval for subsequent site plans and / or final maps:

- Require that all golf carts, either privately owned or within a rental fleet, be electrically powered.
- Provision for onsite and offsite bus turnouts, passenger benches and shelters as demand and service routes warrant, subject to review and approval by local transportation planning agencies.
- Require the installation of secure bicycle parking facilities at project commercial areas, apartments and multifamily housing units.
- Require that residential garages have electrical service that would allow installation of electrical car recharge outlets at a later date.
- Require outdoor outlets at residences to allow use of electrical lawn and landscape maintenance equipment.
- Require that natural gas be available in residential backyards to allow use of natural gas-fired barbecues.
- Electrical or alternatively fueled equipment should be used at the golf course and by any Community Services District for maintenance of the area under its jurisdiction.
- Increase wall and attic insulation beyond Title 24 requirements.

Mitigation Measure 4.4.4a The Conditions of Approval and CC&Rs for the project shall either explicitly forbid the installation or use of wood-burning devices within any portion of the project (natural gas fired decorative fireplaces would be allowed).

OR

As an alternative, the applicant may coordinate with the Town of Truckee and the NSAQMD for opportunities to reduce wood-burning emissions created elsewhere in the air basin to off-set new emissions generated by the use of individual wood-burning devices within the project. Under this option, the Conditions of Approval and CC&R's for the project would still forbid the installation of

open-hearth fireplaces or multiple wood-burning devices. However, a single wood-burning device would be acceptable in the event that an equal reduction has been achieved elsewhere in the basin, and the device would also need to meet EPA Phase II standards or better. Further, wood-burning devices must be installed in accordance with Town of Truckee regulations. Each residential unit and occupied commercial building shall not emit more than 7.5 grams per hour of particulate matter.

Mitigation Measure 4.4.4b The project applicant and Town of Truckee shall negotiate a mitigation fee, as outlined in Strategy 3 of the PM Air Quality Management Plan, to be paid as a means of off-setting project road dust impacts. The off-set shall be proportional to the fine and coarse particulate matter emissions generated by the project. As an example, collected funds may be used for improvement or expansion of street-sweeping programs in Truckee.

Mitigation Measure 4.4.5 Prior to construction of the service station, the project applicant shall obtain a permit from the NSAQMD. Prior to commencing construction of the fueling station, the NSAQMD will calculate risk assessment based on throughput and proximity to receptors. The applicant shall provide documentation of the permit to the Town of Truckee.

GEOLOGY, SOILS AND HAZARDOUS MATERIALS

Mitigation Measure 4.5.2 During construction activity, the project applicant shall adhere to the recommendations provided by Holdrege & Kull for mitigating seismic hazards, including:

- Buildings should be constructed in accordance with requirements in the Uniform Building Code for Seismic Zone 3.
- In general, design of cut or fill slopes shall be no steeper than 2:1 (H:V). Steeper slope inclinations should be evaluated on a case-by-case basis. All fill should be observed and tested by a qualified geotechnical engineering firm.

In the unlikely event a liquefaction potential is identified during construction activity, the developer shall take appropriate mitigative steps, including consultation with a qualified geotechnical engineer for the use of appropriate foundation types, compaction of fill under controlled conditions in accordance with specifications of a site-specific geotechnical investigation, and subdrains installed in high groundwater areas.

Mitigation Measure 4.5.4 The applicant shall have a site-specific geotechnical engineering report prepared by a licensed engineer. Subsurface investigations shall be conducted and appropriate geotechnical analytical work performed in order to define characteristics of underlying earth materials and conditions, including groundwater. The report shall provide a comprehensive list of geotechnical engineering recommendations for grading activity, including clearing and grubbing, preparation of fill placement, fill placement, differential fill depth, cut / fill slope grading, underground utility trenches, construction dewatering, surface water drainage, and construction monitoring. In addition, the geotechnical investigation shall provide recommendations for structural improvement design criteria, including foundations, seismic design criteria, slab-on-grade floor systems, retaining wall design criteria, and pavement design. All grading and structural improvement design criteria recommendations shall be incorporated into the final proposed grading plan and structural improvement designs for the Gray's Crossing project.

Mitigation Measure 4.5.7 Prior to approval of subsequent site plans and / or tentative maps, the project applicant shall prepare a Phase 1 Environmental Site Assessment for the project. The Assessment shall be conducted in accordance with the American Society for Testing and Materials (ASTM) Practice E-1527-97 guidelines. If in the course of the Assessment substances are

detected at concentrations that could pose a health hazard, remediation of the affected area shall be undertaken in accordance with the requirements of the California Department of Toxic Substances Control and State of California, Regional Water Quality Control Board, Lahontan Region (Lahontan).

HYDROLOGY AND WATER QUALITY

Mitigation Measure 4.6.3a Prior to grading plan approval, the applicant shall submit a Notice of Intent (NOI) or Coverage to the State Water Resources Control Board (SWRCB) under the State General Construction Activity Storm Water Permit.

Mitigation Measure 4.6.3b In compliance with the requirements of the State General Construction Activity Storm Water Permit, as well as the Water Quality Control Plan for the Lahontan Region (Basin Plan), the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-storm water management controls. This plan shall cover the entire Gray's Crossing Specific Plan site. The SWPPP shall also be submitted to Town of Truckee Department of Public Works and the Lahontan for review and approval.

The applicant shall require all construction contractors to retain a copy of the approved SWPPP on each construction site. Water quality controls shall be consistent with the Town's Grading Ordinance and the Lahontan Board's North Lahontan Region Project Guidelines for Erosion Control and will demonstrate that the water quality controls will ensure no increase in turbidity, sediment or other pollutant loads in Prosser Creek and the Truckee River and that storm water discharges are in compliance with all current requirements of the Lahontan. Water quality controls may include, but are not limited to, the following:

- Prohibit placement of surplus or waste materials within the 100-year floodplain of onsite intermittent drainages.
- Stabilize all disturbed areas by October 15th of each year.
- Install temporary gravel dikes, earthen dikes or sand bag dikes to prevent the discharge of pollutants.
- Install infiltration trenches or other protection facilities.
- Revegetate disturbed areas and maintain vegetation.
- Compliance with Lahontan NPDES No. CAG996001 (National Pollutant Discharge Elimination System General Permit for Limited Threat Discharges to Surface Waters) for construction dewatering activities.

Mitigation Measure 4.6.3c During the long-term operational phase of the project, a permanent erosion and water quality control plan consisting of BMP's (attached as Appendix E3 in the technical appendices) shall be built into the infrastructure of the project's improvements and operational activities. It shall conform to requirements of the Lahontan and the Truckee Development Code.

Mitigation Measure 4.6.4 The project applicant shall develop a Chemical Application and Management Plan (CHAMP) that includes a Water Quality Monitoring Plan for the proposed golf course to minimize the effects of fertilizers and pesticides. The management plan shall be reviewed and approved by the Lahontan, Nevada County, and Town of Truckee. If the program does not meet the Town's, County's, or Lahontan's requirements, they may require changes and re-submittal of the CHAMP.

The golf course shall be designed to require minimal amounts of chemicals and fertilizers and to provide protection of surface water and water quality. Thus, the specifications for the maintenance products selected for use and the mode of application detailed in the management plan are intended to be flexible. This allows the management plan to incorporate the latest products and advances in turf management science. The CHAMP shall incorporate the following:

- A description of golf course design features that prevent direct discharges of surface runoff into stream channels.
- A description of chemicals authorized for use that are approved within the State of California, along with guidelines for their application. Guidelines shall include restrictions on their use near drainage systems. The list of chemicals shall include fertilizers, herbicides, fungicides, insecticides and rodenticides.
- Guidelines on the application of fertilizers and soil amendments that take into consideration the physical characteristics and nutrient content of the soil on the golf course site.
- Guidelines for the irrigation of the golf course that take into consideration the field capacity of soil types and the timing with chemical applications and varying weather.
- Utilization of a computer-controlled irrigation system to ensure proper application of irrigation water.
- A comprehensive Water Quality Monitoring Plan shall be developed. Water quality constituents for analyses will be those identified in the Lahontan's Water Quality Control Plan as objectives for the area of the Truckee River watershed that may be impacted by the proposed project. In addition, the CHAMP, or similar program, will reflect the water quality objective for pesticides as specified in the Lahontan Basin Plan. Components of a water quality sampling program would include: constituents for analysis and review, sampling locations for both surface and ground water, sample frequency and protocol, sample collection method, choice of laboratories, data collection format and reporting format, and coordination with the RWQCB and appropriate consultants.
- Chemical storage requirements and chemical spill response and chemical inventory response plans.

Mitigation Measure 4.6.7 The applicant shall develop a Master Drainage Plan in accordance with the requirements of Section 18.30.050 of the Town of Truckee Development Code and the Truckee Public Improvement and Engineering Standards (except as modified by this mitigation measure), which demonstrates how the proposed drainage improvements shall accommodate the additional runoff and limit the cumulative effects of runoff from development areas. The Plan shall contain an estimate of the amount of surface runoff that will be generated by the proposed development. The applicant shall calculate flows, size culverts, and size ditches consistent with surface runoff estimations. Detention ponds shall be designed and sized to a 20-year, 1-hour storm event prior to implementation of proposed construction activities. The applicant shall ensure that existing drainage systems are utilized to their fullest extent possible when designing storm water drainage systems. The plan shall be consistent with standards and guidelines established by the Lahontan and Caltrans. Both Lahontan and Caltrans shall be given an opportunity to review the final design and make a determination of the effectiveness of the proposed drainage facilities. If the facilities do not meet Lahontan or Caltrans requirements, they may require changes and re-submittal of the drainage documentation.

Mitigation Measure 4.6.9a Application of de-icers, including salt and sand on private streets and roads in the project area shall be in accordance with the Lahontan Basin Plan. Application shall take place in a careful, well-planned manner, by competent, trained crews. If an environmentally

safe and economically feasible deicer is available it is recommended and encouraged to be used in lieu of salt.

Mitigation Measure 4.6.9b Snow removed from roads, driveways and parking lots shall be stockpiled in a designated area designed to direct all stockpiled snow melt to a proper treatment facility prior to release to overland or concentrated flow. Acceptable facilities include retention basins, retention galleries, and mechanical facilities, and each facility shall be designed using Best Available Technology (BAT) or Best Control Technology (BCT). Facilities shall be regularly maintained to ensure their effectiveness in containing sediments is unimpaired.

BIOLOGICAL RESOURCES

Mitigation Measure 4.7.2 The project applicant shall obtain the following two designations: 1) Audubon International (AI) Approved Land Plan and 2) the Gold Seal of Sustainability, or the equivalent. Only after successful completion of final AI audits will the golf course receive a Gold Signature designation. The applicant must successfully complete and implement a Natural Resource Management Plan to AI specifications, host site visits during the construction of the project, and successfully pass an on-site environmental audit after the project is completed. The Natural Resource Management Plan will achieve natural resource sustainability through incorporation of Integrated Pest Management, BMP's, an assessment of environmentally sensitive areas, and a monitoring program for the golf course. The golf course must retain the Gold Seal designation through submission of annual reports, documentation of environmental issues, hosting of annual audits by AI scientist, and maintenance of annual membership dues.

The project applicant shall provide annually to the Town proof of certification of the project's golf course with the Gold Seal of Sustainability, or the equivalent, designation.

Mitigation Measure 4.7.4 Prior to issuance of a grading permit, a focused plant survey for Plumas ivesia, Donner Pass buckwheat, and Oregon fireweed shall be required to determine the presence / absence of these species on the project. The survey area shall include all areas proposed for grading or disturbance. The survey shall be completed by a qualified botanist during the blooming season for each species.

If these species are not found onsite then no further measures are required. However, if any of these species are found, each population shall be mapped and consultation with and technical assistance from CNPS and the California Department of Fish and Game shall be initiated. To the maximum extent possible, the project shall be designed to protect and preserve the plant populations in a manner in which the populations shall not be harmed. If the populations may be harmed by the activities of the project, a mitigation / conservation plan (e.g., transplant to an undisturbed site, or collect seeds and replant on other suitable habitat), preserve management, and monitoring strategies shall be developed in consultation with CDFG.

Mitigation Measure 4.7.5 As construction activity would occur during the raptor breeding season (April to early September), a focused annual survey for raptors and the above-listed special-status species shall be conducted within 30 days prior to the beginning of construction or grading activity by a qualified biologist in order to identify active nests onsite. If no nests are found during the survey no further measures are required. However, if an active nest is found during the survey, or at any time during project construction, no construction activities shall occur within 500 feet of the nest until the young have fledged from the nest and the nest is determined by a qualified biologist to be inactive. Trees containing nests, or burrows that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to March).

Mitigation Measure 4.7.6 Prior to grading or construction activity on an annual basis, a focused survey shall be conducted by a qualified biologist to determine the presence / absence of special status bat species roosts on the project. If no special status bat species are found roosting onsite, then no further actions are required. However, if special status bat species are determined to roost onsite, technical assistance from the California Department of Fish and Game and / or U.S. Fish and Wildlife Service shall be requested to determine measures to avoid disturbance during construction. If an active maternity roost is identified, at a minimum, no construction activities shall occur within 500 feet until the young are able to fly from the roost. If active day or night roosts are found onsite, measures shall be implemented to safely flush bats from the roost prior to the onset of construction activities. Such measures may include removal of the roosting site during the time of day the roost is unoccupied or the installation of one-way doors, allowing the bats to leave the roost but prohibiting them from re-entering.

Mitigation Measure 4.7.7 Prior to grading or construction activity, on an annual basis, a focused survey for Sierra Nevada snowshoe hare shall be conducted to determine if this species is breeding on site. A qualified biologist shall conduct the survey during the breeding season at the time of day that this species is most active. Technical assistance from the CDFG and / or USFWS shall be requested to determine appropriate survey techniques. If no evidence of this species is found during the field survey, then no further measures are required. However, if active Sierra Nevada snowshoe hare nests are determined to occur on the site, technical assistance shall be requested from the appropriate regulatory agency to determine further action. At a minimum, construction activities shall not occur within 500 feet of an active nest.

Mitigation Measure 4.7.8a While the floodplain boundaries developed by the applicant in consultation with the Lahontan are generally conservative, an additional study of areas proposed for stream crossings will be necessary to show the exact limits of the floodplain. Upon verification by the Lahontan of the project applicant's delineation of the site's 100-year floodplain boundaries, this area will not be altered by project design utilizing the following two methodologies:

- Structures and earth disturbance shall not occur within the delineated zones.
- Design techniques, including free-span bridges and utility borings, shall be used where roadway, fairways, cart paths, and utilities cross these features.

Mitigation Measure 4.7.8b Prior to the issuance of a grading permit, the wetland delineation study and map prepared by EcoSynthesis, and relied upon by the project applicant for project design, shall be submitted to the U.S. Army Corps of Engineers for review and verification. The appropriate Section 404 CWA permit shall be acquired if impacts to waters of the U.S. cannot be avoided. Any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no net loss" basis in accordance with the Corps mitigation guidelines.

Mitigation Measure 4.7.8c Prior to the issuance of a grading permit, a water quality certification / waiver shall be obtained from the Lahontan prior to issuance of a grading permits.

Mitigation Measure 4.7.8d Prior to issuance of a grading permit, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game pursuant to Section 1600 of the California Fish and Game Code, for stream crossings and any other activities potentially affecting the bed, bank, or associated riparian vegetation of the stream. If required, the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.

Mitigation Measure 4.7.10 The project applicant shall implement the following measures to minimize disturbance to migratory wildlife on the project site:

- Contiguous stands of trees within development areas shall be preserved and incorporated into the project design.
- Landscaping on the project site shall, to the greatest extent possible, consist of native Sierra Nevada flora.
- In addition, any security fencing for golf course or commercial buildings shall meet CDFG requirements in mountainous areas (this does not apply to individual homeowner privacy fencing).

CULTURAL RESOURCES

Mitigation Measure 4.8.1a Where feasible, the project shall be redesigned to avoid any direct impacts from ground-disturbing activities within all prehistoric site areas. Prior to commencement of construction activities, the developer shall prepare and implement a program to prevent and monitor potential indirect impacts resulting from the removal or disturbance of artifacts by unauthorized personnel. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

If project redesign around a prehistoric site is not feasible, then additional archaeological investigation to evaluate the research, interpretive and cultural value of the site shall be completed. The investigation shall be conducted in accordance with the recommendations set forth in the Heritage Resources Inventory previously prepared for the project site by Susan Lindstrom in October 1999 as part of the Boca Sierra Estates environmental review (see Appendix H). Upon completion of the investigation, recommendations on the final disposition of the site shall be made and implemented. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

Mitigation Measure 4.8.1b In the event that project / construction personnel encounter previously undiscovered prehistoric or historic archaeological deposits or human bone in an area subject to development activity, work in the immediate vicinity of the find should be halted and a professional archaeologist consulted. In the case of human burials, the County Coroner and the appropriate Native American most likely descendants should be contacted.

Mitigation Measure 4.8.2 Where feasible, the project shall be redesigned to avoid any direct impacts from ground-disturbing activities within all potentially significant historic site areas. Prior to commencement of construction activities, the developer shall prepare and implement a program to prevent and monitor potential indirect impacts resulting from the removal or disturbance of artifacts by unauthorized personnel. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

If project redesign around a potentially significant historic site is not feasible, research to mitigate impacts to these sites shall be conducted. This research shall be conducted in accordance with the recommendations set forth in the Heritage Resources Inventory previously prepared for the project site by Susan Lindstrom in October 1999 as part of the Boca Sierra Estates environmental review (see Appendix H). Upon completion of the research, recommendations on the final disposition of the site shall be made and implemented. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

Mitigation Measure 4.8.2b In the event that project / construction personnel encounter previously undiscovered prehistoric or historic archaeological deposits or human bone in an area subject to development activity, work in the immediate vicinity of the find should be halted and a professional archaeologist consulted. In the case of human burials, the County Coroner and the appropriate Native American most likely descendants should be contacted.

VISUAL RESOURCES/LIGHT AND GLARE

Mitigation Measure 4.9.2a Based on the changed visual character of the SR 89 corridor south of Alder Drive due to construction of the SR 267 Bypass and the new middle school, the Town Council may make a policy decision allowing development within the 300-foot setback area, especially as the Village Center is intended to be a commercial area welcoming passing motorists.

OR

Require the project applicant to pursue a variance to allow an encroachment within the 300-foot setback area based on a Town policy decision allowing portions of the development within the setback.

OR

Require the project applicant to modify the tentative map based on direction from the Town Council as it relates to the SR 89 corridor adjacent to the Village Center.

Mitigation Measure 4.9.2b Regardless of the mitigation option chosen above under Mitigation Measure 4.9.2a, special design guidelines as detailed below shall also be applied. In order to screen views of the proposed Village Center and employee / affordable housing complex from motorists traveling along SR 89, the applicant shall prepare special design guidelines for the two eastern entryways into the project site specifically, and for the entire roadway length in general. Per the Town's Scenic Corridor Standards, a major component of the design guidelines shall be a landscape enhancement plan for the setback area, which would include identification of all trees to be removed and retained, proposed native vegetation for replanting, and a planned irrigation system designed to temporarily provide water through the plan establishment period. Further, the design guidelines shall require the construction of planted berms (not to exceed 10 feet in height) to the north and south of the two Village Center entrances along SR 89. The planted berms shall be designed to avoid existing mature trees and to connect to existing vegetated areas where denser tree coverage exists, ensuring that views of the project site are filtered by vegetation and topography. Planted trees and other landscaping material associated with the entryway berms shall reflect the plant community in which construction takes place. The design guidelines are to be reflected in subsequent site or grading plans and shall be submitted as part of the land use permit application for the project.

Mitigation Measure 4.9.3 Within the natural open space setback area along SR 89, activity shall be limited to preservation forestry practices only, including:

- Thinning for establishment of a healthy stand of trees and wildland fire protection.
- Removal of dead, diseased or dangerous trees; and
- Clearing of debris for fire prevention.

Mitigation Measure 4.9.6 The Town of Truckee shall incorporate and adopt the Gray's Crossing Lighting Master Plan, as well as the Lighting Program found in the Specific Plan, in conjunction with final project submittals, to include final maps and site plans. The Lighting Master Plan shall

require that project lighting be designed to meet the Leadership in Energy and Environmental Design (LEED) recommendations for light pollution reduction, as well as adhere to the design criteria of the International Dark Sky Association (IDA).

COMMUNITY SERVICES

Mitigation Measure 4.10.2a Prior to approval of the final map, the project applicant shall provide verification to the satisfaction of the Town that all fire safe standards and conditions have been met as required by the Truckee Fire Protection District.

Mitigation Measure 4.10.2b Prior to approval of the final map, the project applicant shall prepare and submit a project site fuel modification plan to the Truckee Fire Protection District (TFPD) for review and approval. The plan shall include measures to reduce natural fire hazards, annual maintenance plans for minimum defensible space / fuel modification zones, and conformance with TFPD and State standards.

UTILITIES AND SERVICE SYSTEMS

Mitigation Measure 4.11.1 Prior to approval of the first phase of development, the project applicant shall prepare, for review and approval by the Truckee Donner Public Utilities District (TDPUD), a Water Distribution System Facilities Report for the proposed project. The report shall address the expansion of the water supply facilities and the specific requirements for all phases of the project. Further, the report shall incorporate the general guidelines for the water distribution system identified in the Gray's Crossing Specific Plan, Chapter VII, Programs, in addition to those identified below.

- The water distribution system for the Specific Plan area shall be designed in conformance with the provisions of the TDPUD Water System Master Plan.
- The water distribution system for the project area will be designed to be compatible with the future regional distribution facilities as depicted within the Town's General Plan for the project area. Each phase of development within the project area shall size and construct that portion of the system as determined by the TDPUD. Reimbursement agreements may be considered subject to TDPUD Standards.
- To supply water service to the Specific Plan area will require approximately 400,000 gallons of storage capacity. A combination of on- and / or off-site wells as determined by the TDPUD will provide the water source. Service to the individual development components within the project area will be via water distribution lines in various sizes located within the roadway rights-of-way.
- Water hook-up fees established by TDPUD for the purpose of capital improvements shall be paid. These fees shall be used for the purpose of making capital improvements (e.g., developing groundwater supply wells, increasing storage capacity) to serve the project and other projected development within TDPUD's service area. In accordance with TDPUD requirements, these fees shall be paid as a condition of issuance of building permits, and shall be based on the project's fair share for the cost of such improvements.