

TOWN OF TRUCKEE
California

PLANNING COMMISSION RESOLUTION No. 2023-03

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF TRUCKEE
RECOMMENDING ADOPTION OF ENVIRONMENTAL FINDINGS PURSUANT TO THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTION OF THE POLICY AND ACTION
MONITORING PROGRAM, ADOPTION OF A STATEMENT OF OVERRIDING
CONSIDERATIONS AND CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT
REPORT FOR THE 2040 GENERAL PLAN AND DOWNTOWN TRUCKEE PLAN**

WHEREAS, the Town of Truckee (the "Town") proposes the 2040 General Plan and Downtown Truckee Plan Project (together the "Project"), a comprehensive update to the Town's existing General Plan; and

WHEREAS, the Town Council initiated an update to the 2025 General Plan in February 2018 and preparation of a Draft Environmental Impact Report (Draft EIR); and

WHEREAS, pursuant to section 21067 of the Public Resources Code, and section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the Town of Truckee is the lead agency for the proposed Project; and

WHEREAS, the Project provides for increases to residential densities and nonresidential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. The Project also proposes new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations; and

WHEREAS, in September 2019 the Town was awarded a 2019 Planning Grants Program award (also known as SB2) through the State's Department of Housing and Community Development to help accelerate the development of housing in Truckee, including rezoning select sites for higher residential densities; and

WHEREAS, the Council discussed possible rezoning for increased housing densities on select SB2 sites on May 25, 2021 and June 22, 2021 and directed staff to incorporate rezoning for the following three sites into the 2040 General Plan and Draft EIR:

- (1) APN 018-580-052 (High Altitude)
 - a. Modify the zoning district from Multi-Family Residential, 24 dwelling units per acre (RM-15) to Multi-Family Residential, 24 dwelling units per acre (RM-24); and
- (2) APN 019-030-051 (Truckee Tahoe Lumber)
 - a. Modify the zoning district from Public Facility (PF) to Downtown Mixed Use (DMU)
- (3) APN 019-102-016 (Jibboom)
 - a. Modify the zoning district from Downtown Commercial (DC) to Downtown Mixed Use (DMU); and

WHEREAS, in addition to changes to the zoning, the General Plan land use designations for SB2 sites would also change with the 2040 General Plan adoption:

- (1) APN 018-580-052 (High Altitude)

- a. Modify the General Plan Land Use Designation from RES 1-2 du/ac to High Density Residential
- (2) APN 019-030-051 (Truckee Tahoe Lumber)
 - a. Modify the General Plan Land Use Designation from Downtown Study Area to Plan Area.
- (3) APN 019-102-016 (Jibboom)
 - a. Modify the General Plan Land Use Designation from Downtown Study Area to Plan Area; and

WHEREAS, in accordance with State CEQA Guidelines section 15082, on March 4, 2022, the Town sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation (“NOP”) stating that an Environmental Impact Report (State Clearinghouse Number #2022030190) would be prepared; and

WHEREAS, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, the Town held a duly noticed Scoping Meeting on March 14, 2022, to solicit comments on the scope of the environmental review of the proposed Project and comments were received; and

WHEREAS, a Draft Environmental Impact Report (“Draft EIR”) was prepared, and incorporated comments received in response to the NOP; and

WHEREAS, the Draft EIR concluded that despite the incorporation of all feasible mitigation measures, the proposed Project would nonetheless result in significant and unavoidable impacts relating to Aesthetics (Impact 4.1-3), Air Quality (Impacts 4.3-1, 4.3-2, 4.3-4 and 4.3-5), Biological Resources (Impact 4.4-4), Cultural Resources (Impact 4.5-1), Greenhouse Gas Emissions (Impacts 4.8-1 and 4.8-2), Hazards and Hazardous Materials (Impact 4.9-7), Noise (Impacts 4.13-1, 4.13-2, 4.13-3, 4.13-5), Transportation (Impact 4.17-2), Tribal Cultural Resources (Impact 4.18-1) and Wildfire (Impacts 4.20-2, 4.20-3 and 4.20-4); and

WHEREAS, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on August 10, 2022; and

WHEREAS, as required by State CEQA Guidelines section 15087(a), the Town provided Notice of Availability of the Draft EIR to the public at the same time that the Town sent Notice of Completion to the Office of Planning and Research, on August 9, 2022; and

WHEREAS, during the public comment period, copies of the Draft EIR and technical appendices were available for review and inspection at the Town of Truckee, Planning Division (10183 Truckee Airport Road, Truckee, CA) and on the Town’s website; and

WHEREAS, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR was circulated for at least a 45-day public review and comment period from August 9, 2022 to September 23, 2022; and

WHEREAS, during the public review and comment period, the Town consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines section 15086; and

WHEREAS, the Town received fifty-eight (58) written comment letters on the Draft EIR and an acknowledgement from the State Clearinghouse that the Town had complied with CEQA environmental review requirements; and

WHEREAS, pursuant to Public Resources Code section 21092.5, the Town provided copies of its responses to commenting public agencies at least ten (10) days prior to the Town’s consideration of the Final EIR on March 13, 2023; and

WHEREAS, the public hearing draft of the 2040 General Plan and Downtown Truckee Plan were released June 3, 2022 by the Community Development Department to the public and local and State agencies for review and public comment; and

WHEREAS, the Community Development Department prepared a Draft EIR, "Town of Truckee 2040 General Plan Update and Downtown Truckee Plan Project" (Draft EIR), SCH # 2022030190, that included consideration of SB2 sites; and

WHEREAS, on March 7, 2023 the final public review draft 2040 General Plan and Downtown Truckee Plan were released by the Community Development Department to the public and local and State agencies for public review; and

WHEREAS, on March 10, 2023, the Town released the Final EIR ("Final EIR"), which consists of the Draft EIR, all technical appendices prepared in support of the Draft EIR, all written comment letters received on the Draft EIR, written responses to all written comment letters received on the Draft EIR, and errata to the Draft EIR and technical appendices; and

WHEREAS, the "EIR" consists of the Final EIR and its attachments and appendices, as well as the Draft EIR and its attachments and appendices (as modified by the Final EIR); and

WHEREAS, all potentially significant adverse environmental impacts were sufficiently analyzed in the EIR; and

WHEREAS, as contained herein, the Town has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all of the requirements of the Public Resources Code and the State CEQA Guidelines have been satisfied by the Town in connection with the preparation of the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the EIR prepared in connection with the Project sufficiently analyzes the Project's potentially significant environmental impacts and the EIR analyzes a range of feasible alternatives capable of reducing these effects to an even lesser level of significance; and

WHEREAS, the Town has made certain findings of fact, as set forth in **Exhibit D** to this Resolution, attached hereto and incorporated herein, based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Project, which are incorporated herein by this reference; and

WHEREAS, the Town finds that environmental impacts that are identified in the EIR as less than significant and do not require mitigation are described in **Section II of Exhibit D**; and

WHEREAS, the Town finds that even with the incorporation of all feasible mitigation measures, the environmental impacts that are identified in the EIR that are significant and unavoidable are described in **Section III of Exhibit D**; and

WHEREAS, the cumulative impacts of the Project identified in the EIR and set forth herein, are described in **Section IV of Exhibit D**; and

WHEREAS, the potential significant irreversible environmental changes that would result from the proposed Project identified in the EIR are described in **Section V of Exhibit D**; and

WHEREAS, the existence of any growth-inducing impacts resulting from the proposed Project identified in the EIR are described in **Section VI of Exhibit D**; and

WHEREAS, alternatives to the proposed Project that would reduce the significant environmental impacts are described in **Section VII of Exhibit D**; and

WHEREAS, a statement of overriding considerations is set forth in **Section VIII of Exhibit D**; and

WHEREAS, all the policies and actions items identified in the EIR that are necessary to reduce the potentially significant impacts of the proposed Project to a level of less than significant are set forth in the Policy and Action Monitoring Program in **Exhibit D** to this Resolution, attached hereto and incorporated herein; and

WHEREAS, prior to taking action, the Town has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the EIR and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the EIR reflects the independent judgment of the Town and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made in the public hearings conducted by the Town and no additional information submitted to the Town have produced substantial new information requiring recirculation of the EIR or additional environmental review of the Project under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

WHEREAS, on March 21 and 22, 2023, the Town conducted a duly noticed public hearing on this Resolution, at which time all persons wishing to testify were heard and the Project was fully considered; and

WHEREAS, a public notice was published in the Sierra Sun on March 10 and March 17, 2023 and mailed to all persons requesting notice of the availability of the Final EIR, final public review draft of the 2040 General Plan, final public review draft of the Downtown Truckee Plan and associated Development Code and Zoning Map amendments, including rezoning for SB2 sites and

WHEREAS, a public notice was published in the Sierra Sun and mailed to all persons requesting notice of the date, time, and location of the Planning Commission public hearing to comment on the Planning Commission's recommendation to Town Council on the adoption of the 2040 General Plan, Development Code Amendments, Zoning Map Amendments, the Downtown Truckee Plan and the Final EIR; and

WHEREAS, the Planning Commission is responsible for reviewing the Final EIR and forwarding a recommendation on certifying with or without modifications; and

WHEREAS, the Planning Commission finds the Final EIR has been prepared and completed in compliance with the California Environmental Quality Act Statutes and Guidelines; and

WHEREAS, the Planning Commission finds the Final EIR reflects the independent judgment and analysis of the Town of Truckee; and

WHEREAS, the Planning Commission reviewed and considered the information contained in the Final EIR prior to forwarding its recommendation on the 2040 General Plan, associated Development Code text amendments and Zoning Map amendments and the Downtown Truckee Plan to the Town Council; and

WHEREAS, the Planning Commission finds the Final EIR provides specific economic, legal, social, technological, and other considerations with necessary supporting documentation as to why identified policies and actions items and alternatives are not feasible to reduce the significant and unavoidable impacts to a less than significant level; and

WHEREAS, the Planning Commission finds that the recommended revisions to the 2040 General Plan are minor, will not create new environmental impacts, and will not result in more intensive impacts on environmental topics analyzed in the Draft EIR.

WHEREAS, after hearing all relevant testimony from staff, the public and the Town's consultant team, the Planning Commission voted to recommend that the Town Council certify the EIR for the Project; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

THEREFORE BE IT RESOLVED, the Planning Commission hereby recommends the Town Council certify the Final EIR for the 2040 General Plan identified in Exhibit B with revisions identified in Exhibit A attached hereto and incorporated herein.

BE IT FURTHER RESOLVED, the Planning Commission adopts the Existing Conditions Report set forth in Exhibit C and the findings set forth in Exhibit D (Findings), in support of approval of these actions.

SECTION 1. The above recitals are true and correct and incorporated herein by reference.

SECTION 2. The Planning Commission hereby finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines. The Planning Commission finds that the EIR reflects the independent judgment and analysis of the Town. The Planning Commission declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines section 15088.5 has been received by the Town after circulation of the Draft EIR that would require recirculation. Therefore, the Planning Commission hereby recommends that the Town Council certify the EIR based on the entirety of the record of proceedings.

SECTION 3. The Planning Commission hereby recommends that the Town Council adopt the "CEQA Findings of Fact" that were prepared in accordance with State CEQA Guidelines sections 15091, are attached hereto as **Exhibit D**, and are incorporated herein by this reference.

SECTION 4. Pursuant to Public Resources Code section 21081.6, the Planning Commission hereby recommends that the Town Council adopt the Policy and Action Monitoring Program attached hereto as **Exhibit D** and incorporated herein by this reference.

SECTION 5. Based upon the entire record before it, including the EIR, Findings of Fact, and all written and oral evidence presented, the Planning Commission hereby recommends the Town Council approve the proposed Project.

SECTION 6. The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at Town Hall, 10183 Truckee Airport Road, Truckee, CA. The custodian for these records is the Town Clerk. This information is provided pursuant to Public Resources Code section 21081.6.

SECTION 7. Staff shall cause a Notice of Determination to be filed and posted with the County Clerk and the State Clearinghouse within five working days of the adoption of this Resolution.

The foregoing Resolution was introduced by Commission Member _____ and seconded by Commission Member _____ at a Regular Meeting of the Truckee Planning Commission held on the 22nd day of March 2023 and adopted by the following vote:

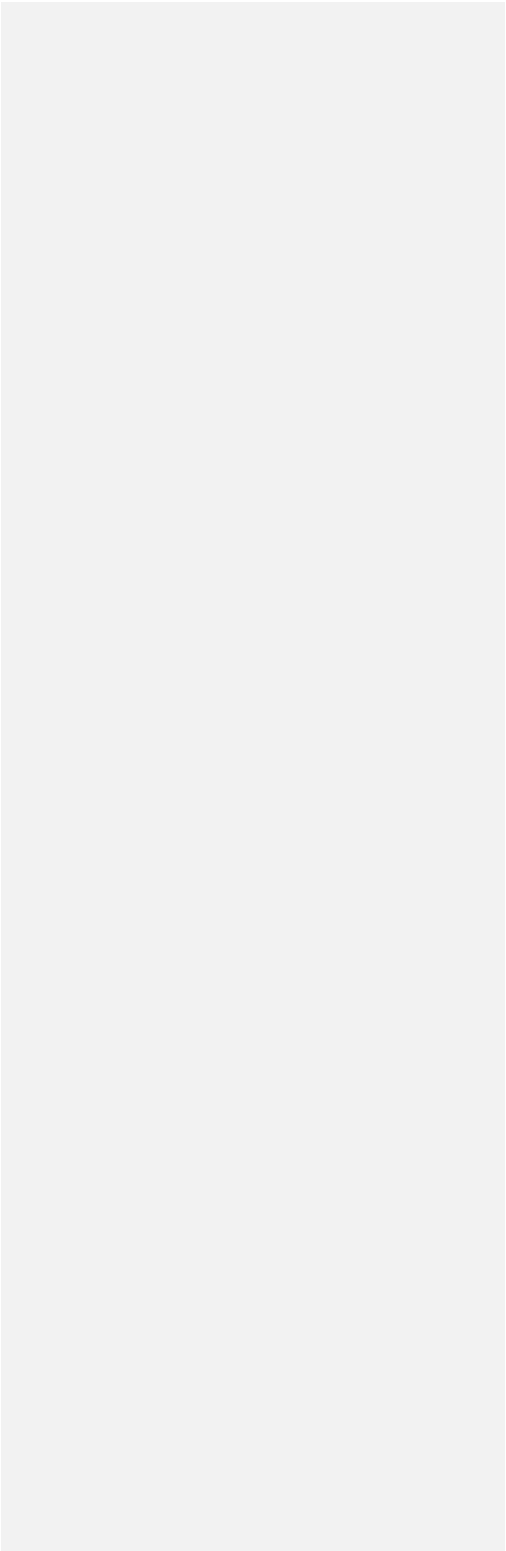
Dave Gove, Chair
Town of Truckee Planning Commission

ATTEST:

Kayley Metroka, Secretary

Attachments:

- Exhibit A – Planning Commission Recommended Revisions to the Final EIR
- Exhibit B – Final EIR
- Exhibit C – Existing Conditions Report
- Exhibit D – Findings of Fact and Statement of Overriding Considerations

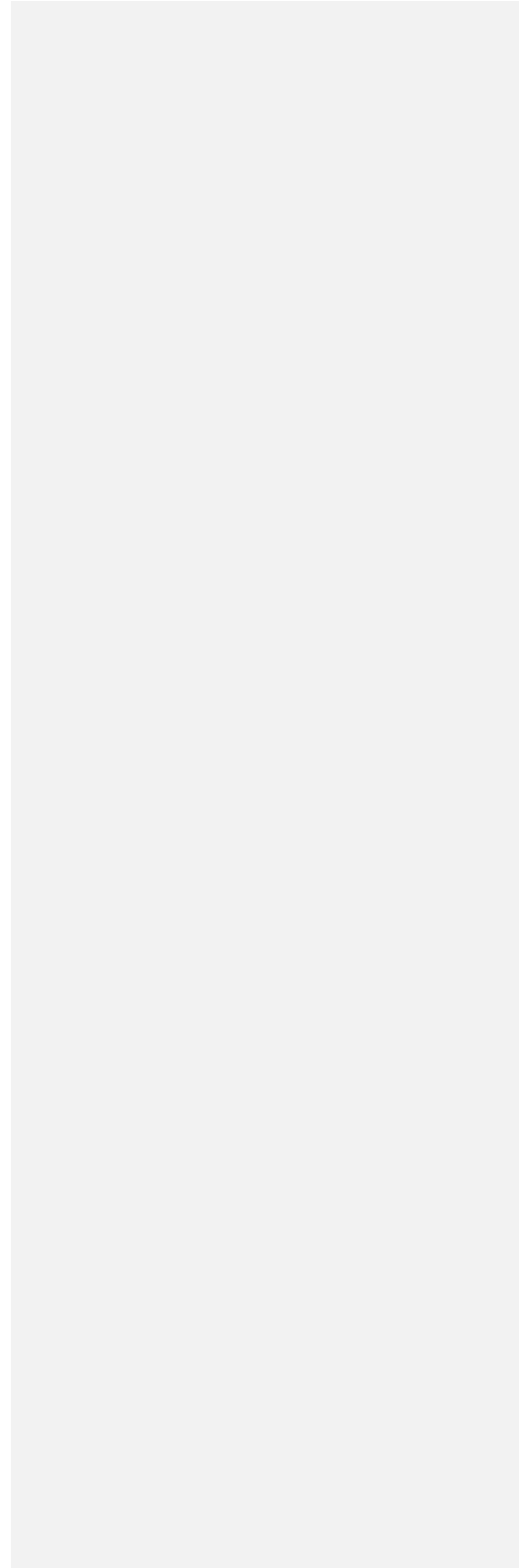


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EXHIBIT A

PLANNING COMMISSION RECOMMENDED REVISIONS TO THE FINAL EIR



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EXHIBIT B

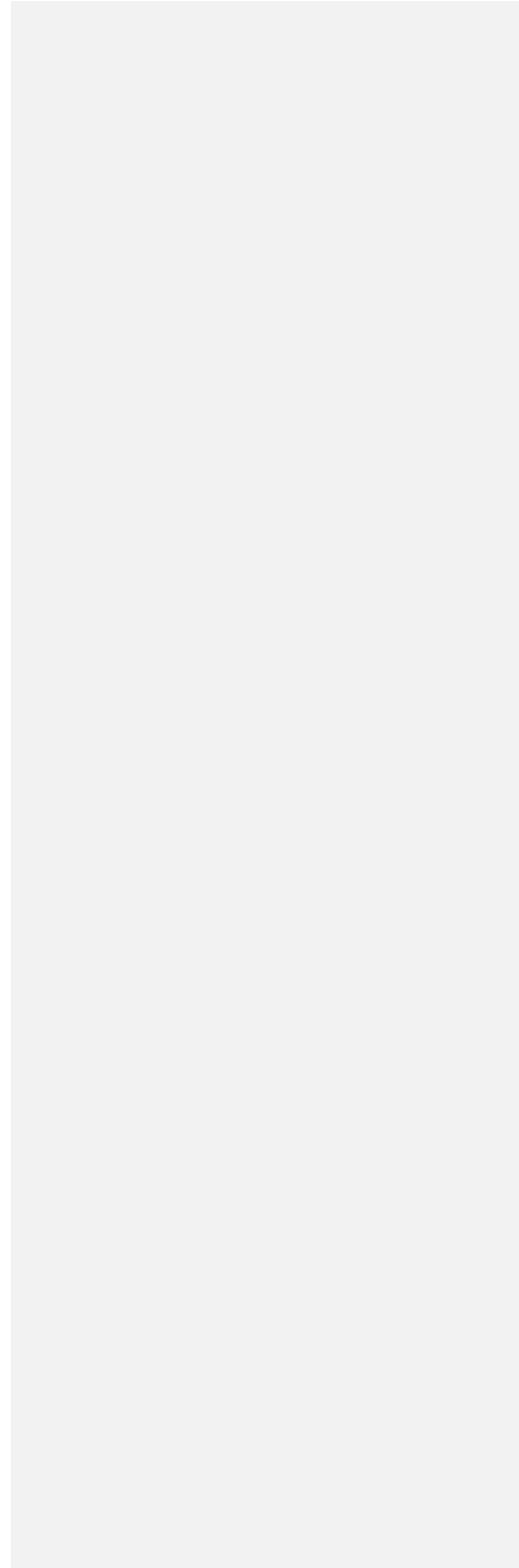
FINAL EIR

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EXHIBIT C

EXISTING CONDITIONS REPORT



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EXHIBIT D

FINDINGS OF FACT

EXHIBIT D
CEQA FINDINGS OF FACT

The California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) (CEQA) requires that public agencies shall not approve or carry out a project for which an environmental impact report (EIR) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written Findings for each of those significant effects, accompanied by a brief explanation of the rationale for each Finding (State CEQA Guidelines [Cal. Code Regs., tit. 14, § 15000 et seq.], § 15091). This document presents the CEQA Findings of Fact made by Town of Truckee, in its capacity as the CEQA lead agency, regarding the 2040 General Plan and Downtown Truckee Plan (Project), evaluated in the Draft Environmental Impact Report (Draft EIR) and Final Environmental Impact Report (Final EIR) for the Project.

SECTION I.
INTRODUCTION

Public Resources Code section 21002 states that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” Section 21002 further states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Pursuant to section 21081 of the Public Resources Code, a public agency may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the agency makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers,

make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, section 21002 requires an agency to “avoid or substantially lessen” significant adverse environmental impacts. Thus, mitigation measures that “substantially lessen” significant environmental impacts, even if not completely avoided, satisfy section 21002’s mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 [“CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level”]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 [“[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible”].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, § 21002.1(c) [if “economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency”]; see also State CEQA Guidelines, § 15126.6(a) [an “EIR is not required to consider alternatives which are infeasible”].) CEQA defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Pub. Resources Code, § 21061.1.) The State CEQA Guidelines add “legal” considerations as another indicia of feasibility. (State CEQA Guidelines, § 15364.) Project objectives also inform the determination of “feasibility.” (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) “Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]” (*Cal. Native Plant Soc’y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 (“*Native Plant*”); see also Pub. Resources Code, § 21081(a)(3) [“economic, legal, social, technological, or other considerations” may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project’s environmental alternatives is not required; rather, the requirement is that sufficient information be produced “to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” Outside agencies (including courts) are not to “impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken.” (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

SECTION II.
FINDINGS REGARDING ENVIRONMENTAL
IMPACTS NOT REQUIRING MITIGATION

The Planning Commission hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

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A. AESTHETICS

1. Scenic Vistas

Threshold: Would the Project have a substantial adverse effect on a scenic vista?

Finding: Less than significant. (Draft EIR, p. 4.1-25.)

Explanation: The GPU defines significant scenic vistas as views of mountain ranges and open space areas. Scenic views of forested hillsides, meadows, and the river valley can be viewed from the bluffs north of the Truckee River, along I-80, and Glenshire Drive looking south towards Martis Valley. The high vantage point afforded by the SR 267 bridge also provides open space vistas across the Martis Valley and towards Northstar ski resort. The GPU would focus future development within the town's developed areas. This land use scenario would minimize impacts to scenic vistas. For example, Policy CC-1.1 would prohibit development on hillsides, ridges, and bluff lines, as shown in Figure 4.1-3, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Policy CC-1.2 would ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. GPU policies would preserve the scenic qualities of the Truckee River and other natural waterways through setback standards and development review (Policy CC-1.6), and Donner Lake by regulating the design of new development to ensure compatibility (Policies CC-1.10 and CC-1.11). GPU actions would further ensure that impacts to scenic vistas are minimized because the Town would review and amend the Development Code regulations related to scenic resources (Action CC-1.A) and Donner Lake (Action CC-1.E). The Downtown Truckee Plan contains policies intended to preserve scenic vistas of the downtown area. For example, Policy LU-RC-10 requires preservation of views and access to the Truckee River and Policy LU-RC-11 includes measures to improve views of the river through prohibition of solid fencing, clustering development, and setbacks. In the Hilltop subarea, the Master Plan would identify standards for appropriately scaled and designed development along the lower ridge line of hilltop (Policy LU-HT-6). Truckee has numerous scenic vistas and important scenic resources, including the Truckee River, the historic Town Center, and Donner Lake. The GPU includes policies and implementation actions intended to preserve the natural resources in these areas. Policies related to preservation of resources include requirements that provide enough assurance to determine that the overall aesthetic of scenic resources, as viewed from

key viewing locations, would be maintained. Because projected development under the GPU would not have a substantial adverse effect on a scenic vista, this impact would be less than significant. (Draft EIR, p. 4.1-25.)

2. Scenic Resources

Threshold: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Finding: Less than significant. (Draft EIR, p. 4.1-26.)

Explanation: There are no State-designated scenic highways in Truckee, both I-80 and SR 89 are considered eligible but are not officially designated and the Truckee Municipal Code designates portions of these two highways as scenic corridors. Further, the Development Code regulates new development along scenic corridors to minimize visual impacts. Policies related to preservation of resources include requirements that provide enough assurance to determine that the overall aesthetic of scenic resources, as viewed from key viewing locations, would be maintained. Because projected development under the GPU would not substantially alter views of important scenic resources from visually sensitive areas, this impact would be less than significant. (Draft EIR, pp. 4.1-26 through 4.1-27.)

3. Light and Glare

Threshold: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Finding: Less than significant. (Draft EIR, p. 4.1-30.)

Explanation: The GPU would facilitate development that would introduce new sources of light and glare, which would increase overall ambient nighttime light and daytime glare from building materials. However, the design of new development would be required to comply with relevant GPU and to comply with existing regulations. Through incorporation of policies specifically designed to regulate lighting, implementation of the GPU would have a less-than-significant impact on light and glare conditions. (Draft EIR, pp. 4.1-30 through 4.1-31.)

B. AGRICULTURE AND FOREST RESOURCES

1. Farmland Conversion

Threshold: Would the Project convert Primate Farmland, Unique Farmland, or Farmland of Statewide significance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No Impact. (Draft EIR, p. 4.2-6.)

Explanation: There is no Farmland (as defined by the DOC and mapped in the FMMP) in Truckee. Therefore, implementing the Project would not convert farmland to non-agricultural use. Potential conversion of farmland was not evaluated further. (Draft EIR, p. 4.2-6.)

2. Agricultural Zoning

Threshold: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No Impact. (Draft EIR, p. 4.2-6.)

Explanation: The policy area does not include and is not adjacent to farmland or land associated with a Williamson Act contract. Therefore, implementing the Project would not conflict with zoning for agricultural use or a Williamson Act contract. Potential conflict with existing zoning for agricultural use or a Williamson Act contract was not evaluated further. (Draft EIR, p. 4.2-6.)

3. Forestland Zoning

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

Finding: No Impact. (Draft EIR, p. 4.2-6.)

Explanation: Based on existing land cover mapping (Figure 4.4-2), there is a substantial amount forested land within the town. However, the town has not zoned any part of the planning area as Forest Land or Timberland. Therefore, implementation of the GPU would not conflict with the existing zoning in the town for forest land or timberland. There are areas adjacent to the town within the County of Nevada that are designated and zoned for Forest. These areas are adjacent to areas designated for open space in the proposed GPU, within plan areas that would not be amended by the Project, and west of Donner Lake. The proposed GPU would designate the northwestern portion area around Donner Lake and along I-80 for rural residential and portions directly adjacent to the lake as very low-density residential uses (see Figure 3-4 in Chapter 3, "Project Description," of this EIR). This would allow for an increase in the allowable density of residential development compared to existing

conditions. The area of unincorporated Nevada County west of Donner Lake and associated with the I-80 corridor includes various land designations, including Forest, Planned Development, and Rural Residential. The designation of residential uses within the town limits would not conflict with zoning designations in the adjacent, unincorporated county. Therefore, the Project would not cause rezoning of Forest Land, Timberland, or Timberland zoned Timberland Production. Potential conflicts with existing forest land or timberland zoning are not evaluated further. (Draft EIR, pp. 4.2-6 through 4.2-7.)

4. Loss of Forest Land

Threshold: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Finding: Less than significant. (Draft EIR, p. 4.2-7.)

Explanation: A portion of the town is designated as Resource Conservation and Open Space, which includes the forest lands within the town. The GPU does not propose to change any of the existing designated Resource Conservation and Open Space areas. In addition, the Town does not have jurisdiction over any of the areas of the town owned by the USFS and these areas would not change as part of the GPU. Therefore, the proposed GPU would not result in the loss or conversion of forest land within the town. Based on the land cover, a large portion of the town, nearly 4,500 acres, is covered by trees. There are a few large areas designated for rural residential at 10 acres per dwelling unit that could be developed as part of the GPU. Future development may require the removal of existing trees. In compliance with existing state regulations, which require the protection of forestland and encourage forest management through harvesting, the Town would conduct timber harvesting for forest management to protect the forested areas within the town. Furthermore, the GPU includes Policies COS-6.1, COS-6.2, COS-6.3, and COS-6.4 that are focused on protecting forest resources. Specifically, COS-6.1 requires that private property owners work closely with USFS to ensure that forest or rangeland areas are preserved. Policy COS-6.2 requires coordination with CAL FIRE to review plans and any potential conversions. Policy COS-6.3 requires buffering for residential uses to minimize conflicts with timber harvesting and Policy COS-6.4 opposes timber harvesting that involves clear cutting of trees within the town. Because and cover would be maintained in compliance with CAL FIRE regulations and the GPU policies (COS-6.1, COS-6.2, COS-6.3, and COS-6.4 identified above) that are protective of the environment and these areas are not currently identified for management of forest resources (including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits), this impact would be less than significant. (Draft EIR, p. 4.2-7.)

5. Conversion of Farmland or Forestland

Threshold: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of

Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Finding: Less than significant. (Draft EIR, p. 4.2-8.)

Explanation: The Project would not directly result in physical changes to the environment. Rather, the GPU and Downtown Truckee Plan set the planning framework for future projects. As discussed above, a portion of the town is designated as Resource Conservation and Open Space, which includes the forest lands within the town. The GPU does not propose to change any of the area currently designated Resource Conservation and Open Space areas. The GPU would not convert any land designated for forest lands. Further, there is no Farmland in the town. Therefore, no conversion to non-agricultural use would occur. Furthermore, the GPU includes Policies COS-6.1, COS-6.2, COS-6.3, and COS-6.4 that are focused on protecting forest resources. Specifically, COS-6.1 requires that private property owners work closely with USFS to ensure that forest or rangeland areas are preserved. Policy COS-6.2 requires coordination with CAL FIRE to review plans and any potential conversions. Although future development has the potential to remove trees within the town, compliance with existing regulations and the implementation of the proposed GPU policies aimed to protect forest resources would result in a less-than significant impact. (Draft EIR, p. 4.2-8.)

C. **AIR QUALITY**

1. **Result in Long-Term Operational Local Mobile-Source CO Emissions**

Threshold: Based on the NSAQMD guidance, a project would result in a significant impact if it would result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm.

Finding: Less than significant. (Draft EIR, p. 4.3-23.)

Explanation: Carbon monoxide (CO) is a pollutant of localized concern and, therefore, is analyzed at the local level. Construction activities are rarely a cause of localized CO impacts because they do not typically result in substantial traffic increases at any one location. This impact focuses on operational increases in mobile sources of CO. Vehicle use is a key contributor to pollutant emissions under baseline conditions. The Project would not introduce substantially more average daily vehicle trips to any one individual location within the region when compared to 2018 baseline conditions. Based on modeling conducted for this analysis, the proposed Project would generate a maximum of 42,600 daily vehicle trips throughout the planning area. While localized concentrations of criteria air pollutants can expose sensitive receptors to substantial pollutant concentrations, criteria air pollutants (which include CO for which there are federal and state air quality standards) generally produce regional impacts. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with land use

development projects. These vehicle trips occur throughout a paved network of roads; therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed. However, there may be unique situations or infrastructure designs (e.g., tunnels, enclosed underpasses) where a project with high levels of emissions may require concentration modeling to determine whether the emissions would expose sensitive receptors to substantial pollutant concentrations. This is the case with CO, where exhaust emissions may collect locally at intersections that support high volumes of vehicle traffic and the environment is generally developed. Air districts have developed general criteria for screening out CO impacts. For instance, intersections that support 31,600 vehicles per hour could generate a CO hotspot. In the case of the Project, the 42,600 daily vehicle trips generated by the proposed Project would be distributed throughout the town and would not be localized at one roadway or intersection. Thus, minimizing the potential for a CO hotspot to occur. Additionally, mobile-source CO emissions have historically decreased since the advent of catalytic converters, which decrease mobile-source exhaust emissions, and there have been improvements in fuel economy in past decades due to regulatory compliance implemented by EPA and CARB. Because mobile-source CO would not be introduced in any one location but rather dispersed throughout the planning area, no CO hotspots would occur. This impact would be less than significant. (Draft EIR, p. 4.3-23.)

D. BIOLOGICAL RESOURCES

1. Sensitive Species

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

Finding: Less than significant. (Draft EIR, p. 4.4-27.)

Explanation: A total of 46 special-status plant species and 34 special-status wildlife species are known or have potential to occur within the policy area. Special-status species known to occur in the town are commonly associated with sensitive habitats, such as riparian and wetland habitats. Although habitat for special-status plant and animal species may be directly or indirectly affected, potential disturbances or loss as a result of projected development under the GPU are expected to be focused within the community developed areas. Additionally, under the GPU, each discretionary project that could affect biological resources would require a biological survey on the development site (Policy COS-3.3). For species listed as threatened or endangered under ESA or CESA, which are considered the species rarest and most vulnerable to disturbance or loss as a result of development, existing state and federal laws require consultation and take authorization. Potential impacts would need to be addressed through site-specific environmental review and permitting requiring development and implementation of project-specific conservation measures to minimize or avoid impacts through the design process, and potentially by providing compensatory or other mitigation for any adverse effects on these species as a condition of project approval. Specifically, USFWS and CDFW would not permit a project that would degrade habitat or result in take of a state or federally listed species without compensatory mitigation to offset losses of state or federally listed species and their habitat. For other special-status species that have less formal regulatory protection (e.g., CDFW species of special concern, rare plants not protected by CESA or ESA), potential effects would differ based on the type and location of the project. Development allowed by the GPU may result in the loss of habitat for these species. Future, project-level analysis would determine the details of any specific effects described in this program-level EIR. Impacts on special-status species not protected under CESA or ESA would potentially be minimized or avoided through the design process (e.g., conducting surveys and modifying the project to avoid special-status species) or through implementation of mitigation for any significant impacts as a condition of project approval (e.g., limited operating periods for construction and operations, or compensatory measures for impacts to special-status species) (Policy COS-3.3). Project-specific review would evaluate consistency with applicable state and federal requirements and standards to reduce impacts on special-status species. For species for which standard, established mitigation guidance exists, projects subject to consistency with the GPU would follow these standards or provide a

similar level of protection. In addition to existing state and federal laws and permitting processes, the GPU includes several policies and actions intended to further reduce potential impacts on habitats and special-status species and require biological surveys and mitigation for significant effects. For example, Policies COS-1.3, COS-1.7, COS-3.1, COS-3.4, COS-3.2, COS-7.1, COS-3.3, COS-3.5, , COS-3.6, COS-7.1, CC-2.1, CC-2.2, SN-2.5, SN-2.7, SN-8.1, SN-8.4 and Actions COS-3.A, COS-3.B, COS-3.D, and COS-3.E address open space conservation and encourage development to occur within the community plan and other development areas. Other policies support invasive species eradication and native species protection, planting, and regeneration, require , biological survey requirements when sensitive species may be present, and support preservation of open space to limit habitat fragmentation. The GPU also addresses indirect effects on special-status species and habitat related to light pollution, noise, urban runoff, altered hydrology, and fire regimes. It also includes incentives for conserving sensitive habitats. Policy COS-3.3 requires biological surveys for all development sites in areas where special status species may be present and mitigation measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for impacts where avoidance is infeasible. Policy COS-3.4 requires that all new development avoid identified sensitive habitats, wetlands, other non-wetland waters within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features. Future development under the GPU may result in direct or indirect impacts on special-status plant species, wildlife species, or habitat. Compliance with State law, federal law, and GPU policies and actions would reduce potential impacts of future development under the GPU and require project-level environmental review to evaluate potential impacts on biological resources and mitigate significant impacts on special-status plant and wildlife species. In addition, the GPU includes policies that require reconnaissance surveys for special-status species, specific avoidance and mitigation measures to prevent disturbance or direct loss of these species, and specific compensation requirements if impacts cannot be avoided. Therefore, this impact would be less than significant. (Draft EIR, pp. 4.4-26 through 4.4-28.)

2. Riparian Habitat

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

Finding: Less than significant. (Draft EIR, p. 4.4-29.)

Explanation: Projected development under the GPU could directly and indirectly affect riparian and other sensitive habitats, due to the distribution of some of these habitats throughout the town. Direct impacts on riparian and other sensitive habitats include permanent removal or disturbance during construction. Indirect impacts include habitat degradation caused by new

introductions or spread of invasive plant species incidentally from construction equipment and through selection of invasive landscape plants, as well as erosion and sedimentation in riparian, aquatic, and other sensitive areas during ground disturbance or vegetation removal. In addition to existing state regulations that protect some sensitive habitats, the GPU includes several policies and actions intended to reduce impacts, assist in the protection of sensitive habitats, and conduct biological surveys when sensitive habitat may be present. For example, Policies COS-2.1, COS-2.2, COS-2.7, COS-3.2, COS-3.4, COS-3.3 COS-7.1, and Actions COS-2.A and COS-3.A implement biological survey requirements when sensitive habitat may be present, regulate development along the Truckee River, as well as require setbacks from riparian corridors and other sensitive habitats for development. Policy COS-3.2 calls for the preservation of riparian corridors through application of setbacks and other development standards that respect these resources. Policy COS-3.3 requires biological surveys and mitigation for all development in areas where sensitive habitat may be present. Development within five of the community plan areas would be guided by the community plans, which include additional policies and actions designed to minimize the disturbance or loss of sensitive habitats. The Downtown Truckee Plan includes policies that would reduce potential impacts on riparian habitat and other sensitive communities within the Downtown Truckee Plan area. Policy LU-RC-7 would protect the riparian habitat adjacent to the Truckee River by requiring new residential projects adjacent to the river to be clustered. Policy LU-RC-11 would require new development to preserve the integrity of the required setbacks from the Truckee River. These policies would help limit the potential for conversion of riparian habitat to developed uses. Future development may result in potential loss or degradation of riparian habitat, sensitive plant communities, and other sensitive natural communities. Compliance with state and federal law and GPU policies and actions would substantially lessen potential impacts of future development under the GPU to evaluate potential impacts on biological resources and mitigate significant impacts on these habitats. As described above, the policies in support of Goal COS-2 to preserve and enhance the Truckee River corridor and Donner Lake would prohibit development in setbacks (Policy COS-2.2) and provide a mechanism to regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their habitat values (Policy COS-2.7). Policies in support of Goal COS-3 would more broadly protect streams, wetlands, and other sensitive natural communities. Policy COS-3.2 would apply setbacks and other development standards to preserve riparian corridors, streams, and wetland areas. Policy COS-3.3 would require a site survey, conducted by a qualified biologist, for development on sites with the potential to contain sensitive habitat and states, "Mitigation shall include implementation of impact minimization measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for unavoidable impacts." While projected development under the GPU may result in the loss or degradation of riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS, compliance with state and federal law, as well as

implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Therefore, this impact would be less than significant. (Draft EIR, p. 4.4-29.)

3. Wetlands

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

Finding: Less than significant. (Draft EIR, p. 4.4-30)

Explanation: The locations, extent, and severity of potential disturbances to wetlands is not known at this time; however, examples of potential impacts include development occurring near waterways such as Truckee River and Trout Creek. Transportation and other infrastructure improvements that may occur to accommodate projected development in the policy area also have the potential to impact wetlands, especially future proposed bridge projects. Indirect impacts caused by projected development under the GPU could include degradation of water quality from increased erosion and sedimentation and altered hydrology through nuisance runoff from construction of impervious surface adjacent to waterways or wetlands, alteration of stream channels, or discharge of stormwater. Although state or federally protected wetlands may be directly or indirectly affected, potential degradation or loss as a result of projected development under the GPU is expected to be limited and most development is planned within the identified community plan areas. Compliance with existing state and federal regulations and permitting requirements during project-level environmental review would minimize the loss of wetlands and other waters of the United States and State during construction and provide habitat compensation for the unavoidable loss of wetland habitats through CWA Sections 404 and 401, Porter-Cologne Act, and Fish and Game Code Section 1600 et seq. permitting/review processes. These existing regulations require that compensation for unavoidable project-related losses or degradation of these sensitive habitats is achieved in a manner that results in no net loss. Therefore, the potential permanent loss or disturbance of wetlands and other waters of the United States as a result of projected development under the GPU is not expected to be substantial. In addition to compliance with existing federal and state laws protecting wetlands and other waters, the GPU includes several policies and actions intended to reduce potential impacts on wetlands and other waters and requiring project-level environmental review and mitigation for significant effects. For example, Policies LU-2.8, LU-2.9, COS2.2, COS-2.3, COS-2.7, COS-3.1, COS-3.2, , COS-3.3, COS-3.4, COS-7.1, and Actions COS-2.A and COS-3.A address open space conservation through clustering development, biological survey requirements when sensitive habitat may be present, set-backs from riparian corridors for development, and preservation of wetlands and other sensitive habitats. Policy COS-3.2 calls for setbacks and other development standards to preserve riparian corridors, streams, and wetland areas. In addition, the

Downtown Truckee Plan includes Policy LU-RC-10 which would require site and design of new development to minimize impacts on wetlands and Policy LU-RC-7 that would reduce potential impacts on wetlands and waterways within the Downtown Truckee Plan area by limited impacts to the Truckee River. Although projected development under the GPU may result in the loss or degradation of state or federally protected wetlands as defined by Section 404 of the CWA (including marsh, streams, vernal pool), or by the Lahontan RWQCB, through direct removal, filling, hydrological interruption, or other means, compliance with state and federal law, as well as implementation of the GPU's policies and actions, would reduce potential impacts of projected development under the Truckee2040 policies and implementation programs. Existing regulations require that compensation for unavoidable project-related losses or degradation (i.e., loss or reduction of habitat function) of these sensitive habitats is achieved in a manner that results in no net loss of aquatic resource area or function. Therefore, the potential permanent loss or disturbance of wetlands and other waters of the United States as a result of projected development under the GPU is not expected to be substantial. Therefore, the impact is less than significant. (Draft EIR, p. 4.4-30.)

4. Local Policies and Ordinances

Threshold: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Finding: Less than significant. (Draft EIR, p. 4.4-33.)

Explanation: The Town of Truckee Tree Preservation ordinance (Section 18.30.155 of the Town of Truckee Development Code) provides protection for trees, while exempting certain activities from the tree permitting process. The ordinance provides protection for trees greater than 24 inches dbh, guidelines for preservation of trees, and mitigation for trees that are removed. It is reasonable to assume that applicants for projects requiring discretionary entitlement will abide by the restrictions in, and implement mitigation based on, existing local policies and ordinances. The GPU does not propose land use patterns or policies that would conflict with other local policies or ordinances protecting biological resources, including the tree preservation ordinance. Therefore, impacts related to potential conflicts with local policies or ordinances protecting biological resources would be less than significant. (Draft EIR, p. 4.4-33.)

5. Habitat Conservation Plans

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

Finding: No impact. (Draft EIR, p. 4.4-26.)

Explanation: The project area is not located within the plan area of an adopted habitat conservation or natural community conservation plan, or other approved local, regional, or state conservation plan. Nor are any habitat

conservation plans, natural community conservation plans, or similar plans being considered in the project area. There would be no impact. Therefore, the project would not conflict with a habitat conservation or natural community conservation plan, and this issue is not discussed further. (Draft EIR, p. 4.4-26.)

E. CULTURAL RESOURCES

1. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Less than significant. (Draft EIR, p. 4.5-18.)

Explanation: Projected development under Truckee2040 could be located on properties that contain archaeological resources which could damage or destroy previously undiscovered resources. However, GPU policies and existing regulations pertaining to the protection of cultural resources would reduce impacts to archaeological resources. The Community Character Element includes the following policies and implementation programs, described in full above, intended to address potential impacts to archaeological resources. Policy CC-4.1 protects archaeological resources by requiring that discretionary development projects be assessed for cultural resources by qualified professionals and that projects are designed to avoid potential impacts to significant cultural resources whenever possible. This policy is supported by Development Code 18.30.040 bullet B which outlines specific actions and timings of cultural resource surveys and bullet C2 which allows for preconstruction excavation testing. Policy CC-4.8 requires monitoring by a qualified professional whenever there is evidence of an archaeological site within a proposed project area, or there is determined to be a high likelihood for occurrence of such sites. This policy is supported by Development Code 18.30.040 bullets A and C, which call for stopping work and evaluating a resource pursuant to CEQA when a cultural resource is identified during the construction phase of a project and relocation or redesign of development to avoid identified sites. Additionally, Development Code 18.30.040 bullet C outlines the measures to be taken if project cannot avoid archaeological sites. If avoidance of a site is not possible, Development Code 18.30.040 bullets A and D allow for the disposition of artifacts once they have been recorded in a professional report. Additionally, development in the Downtown Truckee Plan area would be subject to Policies HR-S-1 and HR-S-2 which call for investigation of project sites for archaeological sensitivity and the development of a plan if significant resources are present, prior to project approval. Policy HR-S-3 calls for monitoring in instances where the potential for archaeological resources on the site cannot be determined prior to project approval. Policies identified in the GPU, Downtown Truckee Plan, and the Development Code would reduce impacts to archaeological resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately; excavation, recordation, and data

recovery is considered acceptable mitigation for archaeological resources. Impacts would be less than significant. (Draft EIR, pp. 4.5-18 through 4.5-19.)

2. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Finding: Less than significant. (Draft EIR, p. 4.5-19.)

Explanation: The location of grave sites and Native American remains can occur outside of dedicated cemeteries or burial sites. Ground-disturbing construction activities could uncover previously unknown human remains, which could be archaeologically or culturally significant. Development through the GPU horizon (2040) would result in soil disturbance; therefore, the potential exists for previously undiscovered human remains to be discovered. California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097. These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94. Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be less than significant. (Draft EIR, pp. 4.5-19 through 4.5-20.)

F. ENERGY

1. Wasteful Use of Energy

Threshold: Would the Project result in potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Finding: Less than significant. (Draft EIR, p. 4.6-9.)

Explanation: Land uses developed and operated under the proposed GPU would increase electricity and natural gas consumption. Buildings developed

under the proposed GPU would comply with CCR Title 24 standards for building energy efficiency, and actions in the proposed Climate Action Plan Element would include zero net energy requirements in 2030 and 2040 for residential and commercial development, respectively. Construction-related energy consumption would be temporary and not require additional capacity or increased peak or base period demands for electricity or other forms of energy. Thus, energy consumption associated with the development of the project would not result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be less than significant. (Draft EIR, p. 4.6-9.)

2. Energy Efficiency Plans

Threshold: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Finding: Less than significant. (Draft EIR, p. 4.6-11.)

Explanation: Buildings constructed in the town would meet the CCR Title 24 standards for energy efficiency that are in effect at the time of construction. Future development would occur consistent with the General Plan over several decades, and these standards likely would continue to be updated in the future to require improved building energy efficiency. Implementation of the following goals and policies in the proposed GPU would further reduce building energy consumption in the form of gasoline, diesel fuel, natural gas consumption and electricity demand in new development. Goals CAP-1, CAP-2, CAP-3, CAP-4, and CAP-5 and their associated policies would improve the transportation network in the Town and result in reduced VMT and use of single occupancy vehicles through enhanced transit and bicycle systems. This would result in a reduction in gasoline and diesel fuel consumption. GOAL CAP-7 would improve the energy efficiency of existing buildings within the Town, thus reducing electricity and natural gas consumption used to heat and cool existing buildings. GOAL CAP-8 would similarly reduce electricity and natural gas consumption through encouraging building electrification (thus eliminating on-site natural gas combustion) and improved energy efficiency and insulation within new development. These goals and relevant policies would enhance energy efficiency in the town. For this reason, this impact would be less than significant. (Draft EIR, p. 4.6-11.)

G. GEOLOGY AND SOILS

1. Fault Rupture

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Finding: Less than significant. (Draft EIR, p. 4.7-14.)

Explanation: There are several earthquake faults in or near the Town of Truckee. Faults located in or near the town are shown on Figure 4.7-1. Although faults within the town limits, including the Dog Valley Fault, Polaris Fault, and various trace faults could rupture, none of these faults are delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. As described above in Section 4.7.1, "Regulatory Setting," these maps generally identify faults that have been active in the recent past and present a risk of surface rupture. Therefore, because there are no faults in the town that are depicted on an Alquist-Priolo Earthquake Fault Zoning Map, the risk of rupture is low. Further, the proposed GPU includes Policy SN-5.3, which would require soils reports for new development in areas where geologic risks are known to exist, as required by the Town Building Code, which would address site specific geologic hazards. Impacts associated with rupture of a known earthquake fault resulting from implementation of the project would be less than significant. (Draft EIR, p. 4.7-14.)

2. Seismic Shaking

Threshold: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Strong Seismic Shaking?

Finding: Less than significant. (Draft EIR, p. 4.7-15.)

Explanation: There are several earthquake faults in or near the Town of Truckee. There are also a series of trace faults located within the Town boundary. Recent seismic activity in the Town includes a magnitude 6+ earthquake in 1966, a magnitude 3.6 earthquake in 1998, and a magnitude 4.5 earthquake centered 6 miles south of Truckee in 2004. The Town also experienced a series of 28 earthquakes in 2017, with the largest being a magnitude 3.9 (Nevada County 2017b). As a result of the potential for seismic activity, the town is subject to ground shaking. Seismic activity within the region could cause ground shaking to occur within the town and could be the source of structural damage to buildings and other infrastructure during earthquake events. New development that occurs under the GPU would comply with the CBC and the Truckee Development Code, which would minimize potential for structural damage during ground shaking. Approximately 30 buildings in the historic downtown area of Truckee have unreinforced masonry and are at increased risk from seismic activity. GPU Policy SN-5.2 encourages retrofitting of structures, particularly older buildings, to withstand earthquake shaking and ensure that new development incorporates design and engineering that minimizes the risk of damage from seismic events. Historic structures that are redeveloped would require seismic retrofit consistent with the requirements of the CBC. Due to compliance with the CBC, Town of Truckee Development Code, and the General Plan Update policies as stated above, impacts associated with strong seismic shaking resulting from implementation of the project would be less than significant. (Draft EIR, p. 4.7-15.)

3. Liquefaction

Threshold: Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Seismic-Related Ground Failure, including Liquefaction?

Finding: Less than significant. (Draft EIR, p. 4.7-15.)

Explanation: Truckee is not located within any of the zones of required investigation identified by CGS pursuant to the SHMA and, thus, is not considered susceptible to substantial risk of liquefaction. Pursuant to the CBC and Chapter 15 of the Town of Truckee Code, soils reports are required to be submitted before issuance of a grading permit or, depending on the permit type, other permits that allow ground disturbance. GPU Policies SN-5.1 and SN-5.3 also address liquefaction and ground failure. These policies would require the Town to locate new residential development in such a way as to avoid areas of unstable soils and require soil reports for new development where geologic risks exist that would recommend measures to address any identified risks. Due to the low potential for liquefaction hazards and compliance with the CBC, Town of Truckee Development Code, and the GPU policies as stated above, impacts associated with seismic-related ground failure, including liquefaction, resulting from implementation of the project would be less than significant. (Draft EIR, pp. 4.7-15 through 4.7-16.)

4. Landslides

Threshold: Would the Project Directly or Indirectly Cause Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Landslides?

Finding: Less than significant. (Draft EIR, p. 4.7-16)

Explanation: There are several earthquake faults in or near the Town of Truckee. As a result of the potential for seismic activity, the town is subject to landslides. Specific locations that at increased risk of landslides during seismic events are identified in the Town of Truckee Emergency Operations Plan. These include areas along the Truckee River, the ridges and hillsides north and west of Downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill (Town of Truckee 2008). Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Additionally, Truckee is not located within any of the CGS zones of required investigation and, thus, is not considered susceptible to earthquake-induced landslide. Additionally, GPU Policies SN-5. and SN-5.2 state to locate new residential development in such a way as to avoid areas of hazard including steep slopes and encourage retrofitting of structures to withstand landslides and ensure that new development incorporates design and engineering that minimizes the risk of damage from landslides. Due to the low potential for substantial adverse effects, based on CGS mapping and historical occurrence, as well as compliance with the GPU policies as stated above, impacts associated with landslides resulting from implementation of the project would be less than significant. (Draft EIR, p. 4.7-16)

5. Soil Erosion

Threshold: Would the Project result in substantial soil erosion or the loss of topsoil?

Finding: Less than significant. (Draft EIR, p. 4.7-16.)

Explanation: There are elements of the Truckee Development Code that minimize the potential for erosion. Section 18.30.030 A8. requires prompt revegetation of graded areas to minimize dust and erosion. Section 18.30.050 states that all grading permit applications need to include drainage and erosion control plans and be designed and constructed to provide facilities for the proper conveyance, treatment, and disposal of stormwater. This section also requires surface runoff treatment measures consistent with the RWQCB's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the Town of Truckee Stormwater Management Program Guidelines, and the "California Stormwater Best Management Practices Handbooks." There are also policies in Conservation and Open Space Element that would minimize the soil erosion potential associated with implementation of the project. Through Policy COS-5.2, the Town would continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices. Policy COS-7.6 states that the Town would utilize Low Impact Development and best management practices established in the RWQCB's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, and the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures. In addition, the Town would work with the Truckee River Watershed Council and Lahontan Region RWQCB to identify existing critical erosion problems and to pursue funding to resolve these problems (Action COS5.A). The Town would also establish standards for temporary and permanent erosion control measures for grading associated with single family residences, duplexes, and second units on existing and future lots (Action COS-5.B) and require discretionary approval for substantial grading projects (Policy COS-5.3). To minimize the potential for sedimentation, Policy COS-5.1 would encourage preservation of slopes of 30 percent or greater as open space and avoidance of slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent. Additionally, every project that would disturb over an acre of soil would be required to comply with the California Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ) which requires implementation of a SWPPP and specific best management practices to prevent erosion. Adherence to the Town of Truckee Development Code, policies of the GPU, and California Construction General Permit would reduce the

impact of erosion and loss of topsoil due to implementation of the project to less than significant. (Draft EIR, pp. 4.7-16 through 4.7-17.)

6. Unstable Soils

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

Finding: Less than significant. (Draft EIR, p. 4.7-17.)

Explanation: Implementation of the project has the potential to result in the development of facilities on unstable soils or geologic units. Based on information in CGS's Landslide Inventory, the town and areas immediately surrounding the town have not experienced historic landslide events (California Department of Conservation 2015). Because of the nature of the soils and groundwater conditions, the risk of lateral spreading, subsidence, liquefaction, and collapse occurring within the town is considered to be minimal. With adherence to the CBC, the Town Development Code, and G PU policies, impacts associated with unstable soils or geologic units would be less than significant. (Draft EIR, pp. 4.7-17 through 4.7-19)

7. Expansive Soils

Threshold: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Finding: Less than significant with mitigation. (Draft EIR, p. 4.7-19.)

Explanation: The soils underlying the town are generally coarse-grained soils with cobbles and are well drained (Town of Truckee 2006b). These coarse-grained soils contain less clay and, therefore, have a low potential for expansion or shrink-swell. Linear extensibility can be used to determine the shrink-swell potential of soils. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots (Soil Survey Staff 2022). The individual soil units that make up over 5 percent of the policy area have a low linear extensibility. Therefore, there is a lower potential for expansive soils to occur in the policy area. Typical measures to treat expansive soils involve removal, proper fill selection, and compaction. Expansion would not be a substantial constraint to development of individual sites provided that adequate soil and foundation studies are performed before construction and that recommendations in any soil engineering reports made by a qualified professional are followed. Section 1803.2 of the CBC requires that a geotechnical investigation shall be conducted to assure that a site is suitable for building, and that there are not unstable soils or soils subject to differential movement or spreading. Adherence to Sections 18.96.010 and 18.96.020 of the Town of Truckee Development Code requires a preliminary soils report which includes recommendations for corrective actions to prevent structural damage to structures. If the

preliminary soil report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, additional soils investigation may be required. There are also policies in the Safety and Noise Element that would support these regulatory requirements and minimize development on unstable soil or geologic units. For example, Policy SN-5.3 would require preparation of soil reports that include recommendations to reduce risks where there are known geologic hazards and Policy SN-5.1 requires design of residential developments to avoid unstable soils. Implementation of the CBC, the Town of Truckee Development Code, and policies in the GPU would minimize the potential for hazards associated with expansive soils. This impact would be less than significant. (Draft EIR, p. 4.7-19.)

8. Septic Tanks

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

Finding: No impact. (Draft EIR, p. 4.7-14.)

Explanation: The Town of Truckee Development Code Section 18.08.060A – Residential Zoning District Performance Standards requires that no land use shall be approved with on-site sewage disposal. Connection to sewer shall be required. Residential subdivisions creating four or less parcels and existing legal single-family lots may use on-site septic systems with the approval of the Nevada County Environmental Health Department and environmental agencies such as the RWQCB, and if approved by the review authority. Section 18.12.080E – Commercial and Manufacturing Zoning District Performance Standards prohibits the use of a septic system, portable toilets, or offsite restrooms for a permanent land use. Additionally, GPU Policy COS-7.5 states that the Town will enforce guidelines set forth by the Lahontan Region RWQCB regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems. Although some new residential development that requires the use of septic tanks or alternative wastewater disposal systems could be constructed under the GPU, approval from the appropriate health and environmental agencies would confirm that the installation of such a system at that location is feasible and would not result in significant impacts. Therefore, this issue is not further discussed. (Draft EIR, p. 4.7-14.)

9. Paleontological Resources

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Less than significant. (Draft EIR, p. 4.7-20.)

Explanation: The closest known paleontological sites are located approximately 4 miles southwest of Downtown Truckee and approximately 5 miles northeast of Truckee near the Boca Reservoir. The two resources near the Boca Reservoir are from the Quaternary period and the Pleistocene

epoch, whereas the resource to the southwest of Downtown Truckee is from the Quaternary period and the Holocene epoch. Projected development under Truckee2040 could be located on properties that contain paleontological resources, which could damage or destroy previously undiscovered resources. However, GPU policies and existing regulations would reduce impacts to paleontological resources. Policy CC-4.1 protects paleontological resources by requiring discretionary development projects be assessed for cultural resource by qualified professionals and that the projects are designed to avoid potential impacts to significant cultural resources whenever possible. This policy is supported by Development Code 18.30.040 bullet B which outlines specific actions and timings of cultural resource surveys, and bullet C2 which allows for preconstruction excavation testing. Policies identified in the GPU, Downtown Truckee Plan, and the Development Code would reduce impacts to paleontological resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately; excavation, recordation, and data recovery is considered acceptable mitigation for paleontological resources. Impacts would be less than significant. (Draft EIR, p. 4.7-20.)

H. HAZARDS AND HAZARDOUS MATERIALS

1. Hazardous Materials

Threshold: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant. (Draft EIR, p.4.9-25.)

Explanation: Potential development under the GPU could result in more hazardous materials being transported, used, or disposed of within Truckee. This would result in the potential for exposure to hazardous substances. Hazardous material and waste transport, use, and disposal are governed by the regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. All hazardous waste would be transported, used, and disposed of in compliance with applicable federal and state laws and regulations, resulting in a less-than-significant impact. (Draft EIR, pp.4.9-25 through 4.9-27.)

2. Accident or Upset

Threshold: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Finding: Less than significant. (Draft EIR, p. 4.9-27.)

Explanation: Hazardous material and waste transport, handling, use, storage, and waste disposal are governed by the regulations of OSHA, DOT,

Cal/OSHA, DTSC, SWRCB, CHP, Caltrans, and Nevada County Office of Emergency Services. Moreover, project implementation is not anticipated to result in development with unique characteristics that would result in a significant hazard as a result of reasonably foreseeable upset or accident conditions. All hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations, resulting in a less-than-significant impact. (Draft EIR, pp. 4.9-27 through 4.9-29.)

3. Hazards Near Schools

Threshold: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less than significant. (Draft EIR, p. 4.9-30.)

Explanation: Truckee is home to two elementary schools, Glenshire Elementary School and Truckee Elementary; Alder Creek Middle School; Truckee High School; a public charter school, Sierra Expedition Learning Academy (grades K-8); and a private charter school, Forest Charter (grades K-12). There is also a continuing education school for students to achieve their Graduate Equivalency Degree, Sierra Continuation High School. Any new commercial or industrial operations in proximity to existing schools would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials. Compliance with existing regulations would reduce the exposure to potential hazards associated with these land uses. Further, any future projects that would generate emissions or involve the handling of extremely hazardous materials, substances, or waste within one-quarter mile of an existing school would notify the affected school district (pursuant to PRC Section 21151.4). For any new schools that may be developed, the California Education Code, including Education Code Section 17213(b), establishes requirements for assessments and approvals that address the potential for existing contamination on the site, and whether nearby land uses might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials. Assessment of existing contamination is conducted in coordination with DTSC's School Property Evaluation and Cleanup Division, which is responsible for assessing, investigating, and cleaning up proposed school sites. This division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy a new school. All proposed school sites that receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight. Finally, users of hazardous materials are subject to federal, state, county and local laws which ensure that hazardous material use, emission and transportation are controlled to a safe level. The combination of regulations described in previous sections, and GPU Policies SN-7.2 and SN-7.2 related to hazardous materials use, storage, transport, and

disposal would ensure that the risk to schools of hazardous materials or emissions would be less than significant. (Draft EIR, p. 4.9-30.)

4. Waste Sites

Threshold: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Finding: Less than significant. (Draft EIR, p. 4.9-31.)

Explanation: Throughout the policy area, there are many sites where historical releases of hazardous materials or wastes have occurred; these are listed in environmental databases pursuant to Government Code Section 65962.5. These sites range from small releases that have had localized effects on private property and have already been remediated to large-scale releases from long-term historical industrial practices that have had wider ranging effects on groundwater. Three key sites are located in the general vicinity of the Downtown Truckee Plan and development could occur on or near these sites. Two of these sites, Truckee Regional Park and the former Truckee Dump site, have been remediated. Because some contamination remains onsite, future development would be subject to applicable land use restrictions. Remediation of the Truckee Railyard Site would occur as part of development of the Railyard Master Plan. This analysis does not provide a comprehensive evaluation of all known hazardous release sites because this is a program-level document for a plan with a 20-year horizon. Further, because the precise locations of future land use are unknown, an evaluation of the potential for specific sites of known contamination within the policy area to be affected by project activities cannot be conducted at this time. The Town requires project applicants to submit an Environmental Application form that identifies known environmental hazards. The Town also coordinates with state agencies to identify whether a site has had prior underground tanks or other industrial uses that could result in hazardous materials on or below the ground surface. In addition, as discussed above in Impact 4.9-2, a common practice that is typically required by lending institutions when properties change hands is for a Phase I ESA to be prepared to research and disclose the prior uses of the site and the likelihood that residual hazardous materials and/or waste might be present in underlying soil and/or groundwater. For subsequent projects undertaken pursuant to the GPU and Downtown Truckee Plan, the Environmental Application form and/or Phase I ESA would identify presence on a hazardous materials site. Coordination of proposed construction with site remediation activities would avoid temporary effects, which could include potential localized spread of contamination; exposure of construction workers or the public to chemical compounds in soils, soil gases, and groundwater; exposure of workers, the public, and the environment to airborne chemical compounds migrating from the demolition or construction areas; potential accidents during remediation as a result of operational failure of treatment systems; and potential interference with ongoing remediation activities. Consequently, any development that

would be initiated in an area where hazardous waste is present would be subject to remediation and appropriate regulatory action. Therefore, while development on or near documented hazardous materials release sites may occur, development would not be anticipated to create a significant hazard to the public or the environment through compliance with existing regulations and would result in a less-than significant impact. (Draft EIR, p. 4.9-31.)

5. Public Airports

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

Finding: Less than significant (Draft EIR, p. 4.9-32.)

Explanation: The Truckee Tahoe Airport borders the policy area to the southwest, which could lead to airport noise and safety hazard exposure for people and workers within the town. However, the GPU contains specific goals and policies related to land use and airport safety planning to minimize any conflict, thereby resulting in a less-than-significant impact with respect to airport noise and safety hazards. (Draft EIR, pp. 4.9-32 through 4.9-33.)

6. Emergency Plans

Threshold: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant. (Draft EIR, p. 4.9-33.)

Explanation: The Town of Truckee Emergency Operations Plan addresses the Town's responsibilities in emergencies associated with natural disaster, human-caused emergencies and technological incidents. There are no formal evacuation routes established in the adopted plan because the appropriate routes could vary widely based on the emergency conditions. However, the Town has established typical evaluation routes, which lead to Interstate 80, State Route 267, and State Route 89. In a specific emergency, the Town designates which routes will be used for evacuation and for emergency vehicle ingress and egress. Construction associated with implementation of the proposed GPU would not likely hinder emergency response activities or physically interfere with established evacuation routes. Although construction activities could temporarily impair roadways used for emergency response and evacuation, standard construction procedures for development of a construction management plan would address these conditions and would develop alternative routes. Projects requiring encroachment permits for temporary construction activities in public roadways that could be used for emergency response or evacuation are required to prepare traffic mitigation plans that address traffic control during the period when project construction is occurring within the public right-of-way. Standard construction procedures provided in traffic mitigation plans to address

temporary road closures that would be required during construction include notification of emergency responders. In addition, the GPU includes Policy SN-6.5, which would require the Town to work with Caltrans to develop a comprehensive plan during work closures on Interstate 80. Buildout of the GPU would not cut off or modify existing evaluation routes in a manner that would impede emergency evacuation or response. The GPU would, however, create the opportunity for a higher intensity of development within the policy area and would accommodate additional population growth, which could affect the implementation of adopted emergency response and evacuations plans during disasters, such as the NCLHMP and Nevada County and Town of Truckee Emergency Operations Plans. The proposed GPU includes housing and economic strategies to accommodate 6,800 new persons, 2,800 new households, and 3,600 new jobs at buildout. High density development could, in the event of an emergency such as a wildfire, result in more people using the same evacuation routes. The development would increase the number of people who may need to be rescued, rendered aid, and evacuated and the amount of property that may need to be protected. Implementation of emergency plans could be impaired if emergency plans are not properly updated to reflect changes in land use. Recognizing the need to plan for adequate emergency response to protect existing and future development within the town, the Safety and Noise Element includes Goal SN-6, "Emergency Response and Disaster Recovery," that would expand community preparedness and resilience to support effective response to emergencies. Specific policies and actions that would be implemented under the GPU to achieve this goal include Policies SN 6.1 through SN-6.9 and Actions SN-6.A through SN-6.H. Policy SN-6.7, which commits the Town to maintain and regularly update the Town's emergency plans to respond to changing needs and characteristics of the community. Actions SN-6.A through SN-6.D establish specific coordination efforts with the County, Fire Protection District, community stakeholders, and other local, regional, and state agencies to update emergency preparedness and response plans. The Town would also continue to integrate a regional transportation evacuation plan into regional transit plans focused on reducing daily automobile trips through Policy SN-6.9. To facilitate implementation of the plans, the Town would increase outreach to visitors, residents, and vulnerable populations on emergency response and evacuation processes (Policy SN-6.8, Actions SN-6.E and SN-6.F). Specifically, Action SN-6.B would include coordination with Nevada County to update the NCLHMP with evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This work would inform the work under Action SN-6.D to create a plan for extreme congestion and evacuation situations. In addition, the GPU includes numerous policies intended to reduce the potential for an emergency condition related to the routine use or upset of hazardous materials, as described in Impacts 4.9-1 through 4.9-3, above; geologic hazards, as described in Section 4.7, "Geology and Soils," and wildfire, as described in Section 4.20, "Wildfire." The successful implementation of these policies and associated actions is anticipated to reduce the potential for emergency. The above goal and associated policies and actions would reduce the potential for the GPU to conflict with an adopted emergency response

plan or emergency evacuation plan because the GPU would specifically address emergency response and planning by updating emergency plans once the GPU is implemented. Existing, adopted emergency response plans would not be impeded by these updates, but would instead be made more robust and comprehensive, resulting in a less-than-significant impact on an adopted emergency response or evacuation plan. (Draft EIR, pp. 4.9-33 through 4.9-34.)

I. HYDROLOGY AND WATER QUALITY

1. Water Quality Standards

Threshold: Would the Project violate any water quality standards or waste discharge requirements?

Finding: Less than significant. (Draft EIR, p. 4.10-21.)

Explanation: Development that may occur under the GPU could generate new sources of surface water and groundwater pollution, from both point and non-point sources, in the Truckee region, including Lake Tahoe. Point sources of pollutants would include industrial and commercial facilities, snow storage areas, and construction sites, while nonpoint sources would include new impervious or disturbed surfaces capable of generating an increase in stormwater runoff. Compliance with the existing Town Development Code, implementation of policies in the GPU, and compliance with the Construction General and Industrial General Permits would minimize these adverse effects. Although there is no hydrologic connection between the Truckee area and Lake Tahoe due to the Lake's upstream location, the project could have an indirect physical effect on lake clarity and water quality via vehicle miles traveled (VMT) in the Tahoe Basin generated by growth under the GPU. There is a very limited correlation between VMT and roadway sediment loads. Roadway management practices (e.g., controls on use of winter roadway sand, installation of sediment capturing BMPs) have been shown to be the most effective means of limiting roadway-generated sediment from entering Lake Tahoe (Zhu et al. 2009). VMT in the Tahoe Basin anticipated to result from implementation of the GPU would not result in a substantial degradation of Lake Tahoe water quality or clarity due to implementation of roadway sediment management practices. Implementation of the General Plan would result in a less-than-significant impact on surface and groundwater quality. (Draft EIR, pp. 4.10-21 through 4.10-23.)

2. Groundwater Supplies

Threshold: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Finding: Less than significant. (Draft EIR, p. 4.10-23.)

Explanation: There are 484,000 acre-feet (157,701 million gallons) of water in storage in the MVGB and the sustainable yield is at least 22,000 AFY (7,168 million gallons). The projected total demand of 4,344 million gallons per year at buildout (2,716 million gallons per year potable water demand, 240 million gallons per year of non-potable water demand, plus other users of the MVGB) is equal to about 3 percent of the capacity of the MVGB and there is adequate water to provide for over 36 years of demand, even if no recharge of the basin were to occur (TDPUD 2021b). Therefore, implementation of the GPU would not substantially decrease groundwater supply. The GPU would allow for an increase in developed impervious area but at the most conservative estimate, this area would represent 0.008 percent of the policy area. Because groundwater supplies would not be depleted, groundwater withdrawal would not affect surface waters or wetlands. TDPUD, Northstar Community Services District, Placer County Water Agency, Town of Truckee, Nevada County, and Placer County are the local SGMA agencies in the MVGB. These agencies created the Martis Valley Groundwater Management Plan in 2013. Because implementation of the GPU would not substantially decrease groundwater supply, groundwater withdrawal would not affect surface waters or wetlands. There are also policies in the 2040 General Plan Update Conservation and Open Space Element that would minimize the potential impacts to groundwater associated with implementation of the GPU. Policies COS-7.10 and COS-8.2 would require minimization of paving that could negatively affect groundwater recharge and establish coverage limitations for impervious, paved areas in new development. Projected development under the GPU would not substantially deplete groundwater supply or substantially interfere with groundwater recharge. Because the GPU includes policies to protect groundwater resources, and all new development would comply with Martis Valley GMP, impacts to groundwater supply and recharge would be less than significant. (Draft EIR, pp. 4.10-23 through 4.10-24.)

3. Erosion or Siltation

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

Finding: Less than significant. (Draft EIR, p. 4.10-24.)

Explanation: Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in substantial erosion or siltation on- or off-site. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious surfaces would occur if vacant parcels are developed. Stormwater management within the Town limits would be in accordance with the Town Development Code. Increased development allowed under the GPU, could result in an

additional 0.008 percent impervious coverage in the GPU area. All development would need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns, including Section 18.46.060E, Section 18.92.150, Section 18.96.070 and Section 18.30.050. The GPU contains policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. In addition, Policies COS-7.10 and COS-8.2 would minimize paving and establish coverage limitations for paved areas in new development. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns. The Town's MS4 permit requires a stormwater management program which complies with federal and state regulation to eliminate or control the discharge of pollutants associated with urban runoff from the Town's stormwater drainage system. The MS4 permit includes standards to maintain storm drain systems as well as provisions to replicate natural drainage patterns for all development projects. Pursuant to Chapter 11.04, "Requirements for Construction Activities," of the Truckee Municipal Code, persons requesting a grading or building permit must demonstrate compliance with applicable permits, including, but not limited to: the SWRCB's Construction General Permit, Industrial General Permit, and 401 Water Quality Certification; USACE 404 Permit; and CDFW 1600 Agreement. Given the minimal relative increase in impervious surface in the policy area, with adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would result in substantial erosion or siltation on- or off-site would be less than significant. (Draft EIR, pp. 4.10-24 through 4.10-25.)

4. Flooding

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

Finding: Less than significant. (Draft EIR, p. 4.10-25.)

Explanation: Implementation of the GPU would allow additional development and related construction which could affect drainage patterns in the Truckee area through changes to topography and an increase in impervious area. The alteration of drainage patterns could also result in flooding on- or off-site. Within the Downtown Truckee Plan area, infill development would not have a substantial effect on drainage patterns or stormwater runoff volumes. Some additional runoff due to changes in drainage patterns and increases in impervious surfaces would occur if vacant parcels are developed. Stormwater management within the Town limits would be developed in accordance with the Town Development Code. Increased development allowed under the GPU, could result in an additional 0.008 percent impervious coverage in the GPU area. All development would

need to comply with the Town's Development Code, which includes the following sections to protect drainage patterns: Section 18.46.060E, Section 18.92.150, Section 18.96.070 and Section 18.30.050. The GPU contains the policies to protect drainageways, including Policies COS-7.1 and COS-2.2 establishing setbacks from the Truckee River and other waterways that would limit the potential for future development to substantially alter the course of these drainages. In addition, Policies COS-7.10 and COS-8.2 would minimize paving and establish coverage limitations for paved areas in new development. This would limit the potential for new development to generate increased runoff that would substantially affect drainage patterns. Given the minimal relative increase in impervious surface in the policy area and adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would result in flooding on- or off-site would be less than significant. (Draft EIR, pp. 4.10-25 through 4.10-26.)

5. Runoff

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff ?

Finding: Less than significant. (Draft EIR, p. 4.10-26.)

Explanation: Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code, policies in the GPU, and the Town's NPDES MS4 permit requirements, the impact related to drainage pattern alterations that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant. (Draft EIR, pp. 4.10-26 through 4.10-27.)

6. Flood Flows

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Finding: Less than significant. (Draft EIR, p. 4.10-28.)

Explanation: Development that would occur under the GPU would result in changes to stormwater drainage patterns and an increase in impervious surface area that could increase the rate and quantity of stormwater runoff. With adherence to the Town's Development Code and policies in the GPU, the impact related to drainage pattern alterations that would impede or redirect flood flows would be less than significant. (Draft EIR, p. 4.10-28.)

7. Flood Hazard

Threshold: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Finding: Less than significant. (Draft EIR, p. 4.10-29.)

Explanation: The Town of Truckee area is not at risk of tsunamis due to its inland location. Tsunami is not discussed further in this document.

The potential risk of seiche is low in the Town of Truckee due to the relatively low levels of seismic activity locally as compared with other areas of California and the smaller size of the lakes and reservoirs in the Truckee area. There are five dams in the Truckee area. Structural failure at any of these could result in flooding. While each dam has the potential to fail and to release a volume of water that could result in severe short-term flooding, Truckee would not be significantly affected by potential inundation because Truckee is located above most of the dams. There is a small dam inundation zone from Donner Lake that within the policy area (Figure 4.10-4). Encroachments in flood hazard areas, including fill, new construction, substantial improvements, and other development is prohibited unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in base flood elevations during the occurrence of the base flood discharge. To minimize the risk of flooding, the Town of Truckee Development Code contains specific requirements within Article III, Section 18.34, that strictly regulate development within all FEMA or Flood Insurance Agency identified flood hazard areas. It is the purpose of this ordinance to promote the public health, safety and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly- and privately-owned land within flood prone or flood-related erosion areas. The GPU has several policies and actions that address flood hazards in the Truckee area in the Safety and Noise Element and the Conservation and Open Space Element including policies to continue participation in FEMA mapping updates and the National Flood Insurance Program (Policies SN-3.1 and 3-2), and commitments to locate new development and critical facilities outside of the 100-year floodplain (Policies COS-7.1, COS-2.2, SN-3.4, and SN3.5). Due to the limited extent of the 100-year floodplain and dam inundation area in the Truckee area, as well as the relatively low chance of seiche, together with adherence to the Lahontan Basin Plan, Town Development Code, and policies of the GPU update, the risk of release of pollutants due to flooding is less than significant. (Draft EIR, p. 4.10-29.)

8. Water Quality Control Plan

Threshold: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Finding: Less than significant. (Draft EIR, p. 4.10-30.)

Explanation: The Truckee area is regulated by the Lahontan RWQCB which implements its Basin Plan to protect water quality. The local SGMA agencies implement the Martis Valley GMP, which protects groundwater in the Truckee area. The Truckee Development Code and GPU include policies to support both of these plans. The impact associated with the GPU on implementation of the Basin Plan and Martis Valley GMP is less than significant. (Draft EIR, p. 4.10-30.)

J. LAND USE AND PLANNING

1. Established Communities

Threshold: Would the Project physically divide an established community?

Finding: Less than significant. (Draft EIR, p. 4.11-16.)

Explanation: Projected development under Truckee2040 would not physically divide any established communities. Instead, policies and land use changes under Truckee2040 would facilitate and direct growth and expansion of existing or planned communities in an efficient and orderly manner. Truckee2040 also includes policies that would minimize potentially incompatible land uses, as well as policies that would enhance connectivity between communities. New development would foster connectivity. Improvement the Town's circulation systems, including alternative modes of transportation, would also foster connectivity. New or expanded roadways that could be constructed under the GPU and Downtown Truckee Plan are not located in such a way that they would physically divide an established community. In addition, the GPU includes Policy LU-12.5, through which the Town would oppose exclusive development types (e.g., gated communities, golf courses, and resort development) that could limit connectivity and access in the town. By promoting land use compatibility, the GPU minimizes the potential for allowing an incompatible land use within an established community. Established communities would not be physically divided. Rather, growth and expansion would be facilitated in and organized and efficient manner. This impact would be less than significant. (Draft EIR, p. 4.11-16.)

2. Conflicts With Plans

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

Finding: Less than significant. (Draft EIR, p. 4.11-16.)

Explanation: Truckee2040 is a policy document intended to guide land use decisions within the policy area (i.e., town limits and sphere of influence) through the year 2040. The GPU would require modifications to the Town's Zoning Ordinance to provide consistency between the GPU and zoning; however, these modifications would not remove or adversely modify portions of the Municipal Code that were adopted to mitigate an environmental effect. The potential for the project to conflict with other land use plans, policies, or regulations adopted for the purpose of

avoiding or mitigating environmental effects are disclosed in the appropriate resource sections. For example, the Nevada County Regional Transportation Plan (RTP) and the Truckee Tahoe Airport Land Use Compatibility Plan are regional plans that have been adopted for the purpose of avoiding or mitigating environmental effects and are relevant to the policy area of Truckee2040. The GPU includes policies that are designed to be consistent with these regional plans and that require coordination with relevant planning agencies related to these regional plans and programs. See, for example, Policy M-8.1 and Action M-8.A, which require the Town to coordinate with the Nevada County Transportation Commission to review, update, and implement the RTP. Section 4.17, "Transportation," describes how these policies relate to the regional plans and whether conflicts could occur. Consistency with the Truckee Tahoe Airport Land Use Compatibility Plan is evaluated in Section 4.9, "Hazard and Hazardous Materials, and Section 4.13, "Noise," of this EIR. As discussed therein, implementation of the project would not affect operation of the airport. The policy area of Truckee2040 is not located within the plan area of an adopted habitat conservation plan or natural community conservation plan, or other approved local, regional, or state conservation plan. Nor are any habitat conservation plans, natural community conservation plans, or similar plans being considered in the policy area. Therefore, Truckee2040 would not conflict with a habitat conservation plan or natural community conservation plan. In addition, the GPU and Downtown Truckee Plan include several policies requiring consistency with the Development Code standards that are protective of cultural and historical resources. As discussed further in Section 4.5, "Cultural Resources," the project would not conflict with plan adopted for the protection of these resources. Finally, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to opposed development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU12.9). Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted by the Town to mitigate environmental effects, well as those adopted by agencies with jurisdiction over components of future development projects. This impact would be less than significant. (Draft EIR, pp. 4.11-16 through 4.10-17.)

K. MINERAL RESOURCES

1. Regional and Statewide Mineral Resources

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

Finding: Less than significant. (Draft EIR, p. 4.12-6.)

Explanation: There is a band of mineral resources generally associated with the alignment of the Truckee River. Where this land is currently undeveloped

and there are not existing uses that preclude mineral extraction, these areas are generally designated as Resource Conservation/Open Space and Public in the Draft Land Use Diagram. Active mining operations are currently limited to the aggregate mining area at the Martis Valley Quarry operated by Teichert Aggregates in the eastern part of Truckee. The GPU would designate this area Public, which would not permit permanent sensitive land uses such as residential development to occur in these areas. The GPU would also carry forward goals, policies, and actions that would seek to reduce incompatibilities between sensitive land uses (e.g., residential developments) and the extraction of mineral resources, while fostering future development of such resources as an important aspect of the Town's economy. The GPU would provide for protection of designated mineral resources, thereby protecting related industries, through Goal COS-4, "Mineral Resources." In support of this goal, the GPU includes Policy COS-4.1 and Action COS-4.A, pursuant to which the Town would recognize, accept, and adopt by reference State Classification Reports that provide information on the location of significant mineral deposits in and around Truckee. In addition, the GPU includes policies to facilitate mineral resource extraction in areas with compatible land use designations. Policy COS-4.2 would restrict the types of uses that the Town allows on lands mapped as important Mineral Resource Areas by the State (see Figure 4.12-1) that are within the Resource Conservation/Open Space land use designation to those compatible with mineral resource extraction activities and Policy COS-4.2 would restrict permitted uses on lands containing important mineral resources within the Public land use designation to those compatible with mineral extraction, except in cases where such uses offer public benefits that outweigh those of resource extraction. (These exceptions are expected to be rarely, if ever, permitted, and such projects would be required to conduct a CEQA analysis to identify any significant impacts.) Policy COS-4.3 sets forth guidelines new or expanded mining operations must adhere to, which would minimize incompatibility between mining operations and existing or future land uses. The mineral resources policies and actions identified in the GPU provide a framework for identifying, recognizing, updating, and protecting areas with significant mineral resource potential. These policies and actions would protect existing and future designated mineral resources, and would prevent land use incompatibilities with mining operations, which would result in a less-than-significant impact. (Draft EIR, p. 4.12-6.)

2. Locally-Important Mineral Resource

Threshold: Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Finding: No impact. (Draft EIR, p. 4.12-5.)

Explanation: Although the GPU includes a map of mineral resources, as mapped by the California Department of Conservation, there are no locally important mineral resource recovery sites delineated in the Town's general plan or

other applicable land use plan. Therefore, locally designated mineral resources are not evaluated separately below. (Draft EIR, p. 4.12-5.)

L. **NOISE**

1. **Permanent Stationary Noise Increase**

Threshold: Would the Project generate a substantial permanent increase in stationary noise at noise sensitive uses in excess of standards established by the town development code?

Finding: Less than significant. (Draft EIR, p. 4.13-36.)

Explanation: Development under the GPU would include various stationary noise sources. Typical commercial and industrial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning), and heavy truck idling. Other stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment, back-up alarms and similar machinery sounds that can be associated with office/business, residential, commercial, and industrial uses. New commercial and industrial development under the GPU would occur in proximity to existing development and would include new mixed-use development involving commercial and residential land uses in close proximity to one another. Therefore, new stationary equipment and activities associated with development under the GPU could result in substantial stationary noise level increases that exceed exterior noise standards. The Town has established standards for acceptable noise levels in Section 18.44.030 of the Development Code. Further, Section 18.44.060 of the Development Code prohibits loading and unloading activities between the hours of 10:00 p.m. and 7:00 a.m. in a manner that causes a noise disturbance beyond a residential property line and identifies that a new residential air conditioning or a refrigeration system, heating system, or associated equipment shall not exceed an exterior noise level of 50 dB. Additionally, Section 18.44.040 of the Development Code requires the preparation of an acoustical analysis when a commercial or industrial loading dock area is located within 300 feet of a sensitive use to identify appropriate mitigation measures that reduce exterior noise levels to acceptable levels. The Development Code establishes building setbacks, alternative site design techniques, and alternative building orientation layouts that are required to be employed as reasonable noise mitigation measures. Pursuant to Section 18.44.040, noise barriers may only be used if the review authority finds that there are no other reasonable mitigation measures available and that the height, location, aesthetics and screening of the sound wall comply with all other applicable sections of this Development Code, as well as any applicable design review standards and Town policies related to community character. If proposed projects cannot meet the Town's noise reduction requirements as detailed in Section 18.44.040 of the Development Code, the code indicates that project shall not be approved. GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis

to meet the Town's noise standards. GPU Policy SN-8.3 would require the preparation of a noise analysis for proposed development within noise-impacted areas that may be exposed to levels greater than "normally acceptable." Additionally, GPU Policy SN-8.4 encourages the use of noise reduction techniques related to site design and alternative architectural layouts to meet any necessary noise reduction requirements, consistent with the Development Code. GPU Actions SN-8.B through SN-8.E would support GPU policy implementation by amending the Town's Development Code and provide consistency with the GPU. Implementation of GPU policies intended to reduce the risk of exposing noise-sensitive land uses to noise levels that exceed Town noise standards and the existing provisions set forth for discretionary development in the Development Code would ensure that noise impacts related to stationary noise sources would be mitigated to the greatest extent possible, and projects that could not meet noise reduction requirements would not be approved. Thus, this impact would be less than significant. (Draft EIR, pp. 4.13-36 through 4.13-37.)

2. Airport Noise

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

Finding: Less than significant. (Draft EIR p. 4.13-41.)

Explanation: The town is located on the west and north sides of the Truckee Tahoe Airport with the primary flight path following highways in the area (i.e., I-80, SR 89, SR 267). The GPU land use diagram would not allow residential land uses, or any other sensitive land use, within a 60 CNEL aircraft noise contour of the Truckee Tahoe Airport. In addition, there would be no changes to the type of development that could occur in these areas, compared to uses allowed under the 2025 General Plan. The Truckee Tahoe Airport Land Use Compatibility Plan considers a maximum CNEL of 60 dB as normally acceptable for new residential land uses near the Truckee Tahoe Airport. The GPU would minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee Tahoe Airport. The Town has coordinated with the airport regarding the GPU; no concerns have been identified due to the similarities in the proposed land use diagram near the airport. Notably, Truckee-Tahoe Airport is currently evaluating update of the Airport Master Plan, which may include a third runway to enhance safety and reduce noise due to residential overflight. According to the airport, this runway would not facilitate growth or increased flights. GPU Policy SN-8.16 would require compliance with the adopted Truckee Tahoe Airport Land Use Compatibility Plan. Additionally, GPU Policy SN-8.17 would require coordination between development applicants and the Truckee Tahoe Airport District and Truckee Tahoe Airport Land Use Commission to ensure noise standards are met. GPU Policy SN8.18 would initiate cooperation with the Truckee Tahoe Airport District to coordinate long-

term planning efforts to minimize noise exposure. Additionally, GPU Policy SN-8.2 would require the preparation of a noise analysis when sensitive uses are proposed to be located within noise-impacted areas that may be exposed to levels greater than “normally acceptable.” GPU Action SN-8.E would support GPU policy implementation related to airport noise by amending the Development Code and Town Building Code to maintain consistency with the Truckee Tahoe Airport Land Use Compatibility Plan. Build out of the GPU would not locate noise sensitive land uses within the 60 dB CNEL noise contour. GPU policies would continue to apply if the Truckee Tahoe Airport Land Use Compatibility Plan is updated and noise contours are recalculated. The GPU would be consistent with the Truckee Tahoe Airport Land Use Compatibility Plan and would not expose any noise-sensitive receptors to aircraft noise that exceeds Truckee Tahoe Airport Land Use Compatibility Plan standards. Thus, the impact would be less than significant. (Draft EIR p. 4.13-41.)

M. **POPULATION AND HOUSING**

1. **Population Growth**

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

Finding: Less than significant. (Draft EIR, p. 4.14-13.)

Explanation: The existing population of the Town of Truckee (as of 2020) is 16,729 (US Census Bureau 2021). The GPU and this EIR assume a future AAGR of 0.9 percent. Implementation of Truckee2040 would facilitate new residential development in the town, which would accommodate an increase in the population to an estimated 20,100 by the year 2040 and an estimated 23,200 at buildout beyond 2040. Growth under Truckee2040 would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions). Because projected development under the GPU would result in population growth consistent with estimated population projections, impacts would be less than significant. (Draft EIR, pp. 4.14-13 through 4.14-14.)

2. **Displacement of Housing**

Threshold: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: Less than significant. (Draft EIR, p. 4.14-15.)

Explanation: Truckee 2040 would facilitate the development of new housing in accordance with state and local housing requirements. Although future redevelopment projects could displace residents temporarily during construction activities, this displacement would not be widespread. Potential impacts related to displacement of people or housing such that

construction of replacement housing would be required would be less than significant. (Draft EIR, p. 4.14-15.)

N. **PUBLIC SERVICES**

1. **Fire Protection**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Finding: Less than significant. (Draft EIR, p. 4.15-14.)

Explanation: Projected development under the GPU would increase demand for fire protection service. Excess capacity exists within the TFPD, and new and expanded facilities have been identified to serve the anticipated demand. In addition, the proposed Public Safety Element includes several policies that would reduce potential impacts to fire and emergency services. This impact would be less than significant. (Draft EIR, p. 4.15-14 through 4.15-15.)

2. **Police Protection**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff Law Enforcement Services?

Finding: Less than significant. (Draft EIR, p. 4.15-15.)

Explanation: Projected development under the GPU would increase demand for law enforcement services, but would not result in the need to construct new law enforcement facilities. Therefore, impacts would be less than significant. (Draft EIR, p. 4.15-15.)

3. **Schools**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

Finding: Less than significant. (Draft EIR, p. 4.15-16.)

Explanation: Projected development under the GPU could increase student enrollment. However, the payment of state-mandated school impact fees is deemed full mitigation by the State of California. Therefore, impacts to schools would be less than significant. (Draft EIR, p. 4.15-16.)

4. Parks

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

Finding: Less than significant. (Draft EIR, p. 4.15-17.)

Explanation: The development of parks is within the scope of the changes to the physical environment anticipated with buildout of the GPU and the environmental effects of new or physically altered facilities within the town limits would be consistent with the potential for construction and ground disturbance evaluated throughout this EIR. Potential for adverse environmental impacts would be addressed through compliance with the GPU policies and actions developed to protect environmental resources, as well as any project-specific mitigating measures. Environmental impacts as a result of construction or expansion of recreational facilities would be less than significant. (Draft EIR, p. 4.15-17.)

5. Other Public Facilities

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

Finding: No impact. (Draft EIR, p. 4.15-14.)

Explanation: The potential effects of project implementation on fire protection and emergency services, law enforcement services, public schools, and parks facilities are evaluated in detail below. Other public services facilities that may be required to serve buildout of the GPU and Downtown Truckee Plan are within the scope of the development assumed within the scope of this plan and would not result in substantial adverse impacts beyond those evaluated throughout this EIR. Additional public services facilities, such as libraries, would be generally located within established neighborhoods and near other public services that serve the communities and would not be expected to result in substantial adverse effects beyond those evaluated throughout Chapter 4 of this EIR. Effects on other types of government facilities are not discussed further. (Draft EIR, p. 4.15-14.)

O. RECREATION

1. Increased Use

Threshold: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Finding: Less than significant. (Draft EIR, p. 4.16-6.)

Explanation: The General Plan Update includes a proposed policy that is consistent with the requirements of the Quimby Act for provision of parkland. Furthermore, the availability of recreation opportunities provided by state and federal public lands minimizes demand for parks and reduces the potential for physical deterioration of existing parks as a result of overuse. Impacts to parks would be less than significant. (Draft EIR, p. 4.16-6.)

2. Construction and Expansion

Threshold: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: Less than significant. (Draft EIR, p. 4.16-6.)

Explanation: New or expanded parks would be required to support growth anticipated through the GPU horizon. These facilities would be located within the portions of the town identified for potential development in the land use diagram and would be subject to the GPU policies and actions identified throughout this plan. Impacts to the environment as a result of construction or expansion of recreational facilities would be less than significant. (Draft EIR, p. 4.16-6.)

P. TRANSPORTATION / TRAFFIC

1. Plans, Policies, and Ordinances

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

Finding: Less than significant. (Draft EIR, p. 4.17-36.)

Explanation: The development and growth associated with implementation of the GPU would increase the demand and use of bicycle, pedestrian, and transit facilities and increase vehicular traffic. However, the GPU includes goals, policies, and actions that would enhance and expand transit, bicycle, and pedestrian facilities to provide a more connected and efficient multimodal transportation network. Additionally, the GPU would not conflict with a program, plan, ordinance, or policy addressing transit, bicycle, or pedestrian facilities. Therefore, this impact would be less than significant. (Draft EIR, pp. 4.17-36 through 4.17-38.)

2. Design Hazards

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

Finding: Less than significant. (Draft EIR, p. 4.17-41.)

Explanation: Through implementation of the goals, policies, and actions of the GPU, existing conflicts between motor vehicles and non-motorized travelers would be reduced over time. Additionally, all future development would be subject to, and designed in accordance with Town of Truckee design and safety standards. Therefore, the GPU would not substantially increase transportation-related hazards, and the impact would be less than significant. (Draft EIR, p. 4.17-41.)

3. Emergency Access

Threshold: Would the Project result in inadequate emergency access?

Finding: Less than significant. (Draft EIR, p. 4.17-41.)

Explanation: The GPU includes circulation improvements and policies that would enhance emergency access throughout Truckee. Additionally, emergency access for any future discretionary developments under the GPU would be subject to review by the Town of Truckee and responsible emergency service agencies; thus, ensuring all future projects would be designed to meet all Town of Truckee emergency access and design standards. Therefore, the GPU would not result in inadequate emergency access. This impact would be less than significant. (Draft EIR, pp. 4.17-41 through 4.17-42.)

Q. UTILITIES AND SERVICE SYSTEMS

1. Wastewater Treatment Requirements

Threshold: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Less than significant. (Draft EIR, p. 4.19-18.)

Explanation: New or expanded facilities would be consistent with the typical construction effects of development associated with the GPU, as evaluated throughout Chapter 4 of this EIR, and would be subject to GPU policies and actions intended to protect the environment. Impacts would be less than significant. (Draft EIR, pp. 4.19-18 through 4.19-20.)

2. Water Supplies

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

Finding: Less than significant. (Draft EIR, p. 4.19-21.)

Explanation: Projected development under the GPU would result in an increase in water demand. The UWMP demonstrates ample supply during normal, dry, and multiple dry years; includes identification of infrastructure upgrades; and would continue to be updated every 5 years to address realized growth and demand. Overall, the development pattern encouraged by the GPU would preserve and enhance the Truckee River corridor and Donner Lake, while promoting improved watershed health and yield through regulated development and land uses. In addition, GPU policies would require the Town to work with TDPUD to ensure coordination of development and provision of services within the town, as well as policies that encourage water purveyors to plan for long-term needs and support the efforts of local water agencies to identify, procure, and plan for long-term projected future water demand. Implementation of Truckee2040 is not anticipated to result in insufficient water supply or environmental effects due to the construction of new or expanded water infrastructure. Impacts would be less than significant. (Draft EIR, pp. 4.19-21 through 4.19-22.)

3. Wastewater Capacity

Threshold: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Finding: Less than significant. (Draft EIR, p. 4.19-22.)

Explanation: Projected development under the GPU would result in an overall increase in the amount of wastewater generated in the town. While the population growth could result in greater wastewater generation, the WRP has available capacity to serve projected buildout demands. Existing wastewater treatment plants would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce wastewater generation. Therefore, impacts would be less than significant. (Draft EIR, pp. 4.19-22 through 4.19-23.)

4. Solid Waste

Threshold: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Finding: Less than significant. (Draft EIR, p. 4.19-23.)

Explanation: Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the PU, while supplemental policies would further reduce solid

waste. Therefore, impacts would be less than significant. (Draft EIR, pp. 4.19-23 through 4.19-24.)

5. Solid Waste Laws

Threshold: Will the Project comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant. (Draft EIR, p. 4.19-24.)

Explanation: Projected development under the GPU would result in an overall increase in the amount of solid waste generated in the town. However, existing landfills would adequately serve development throughout the planning horizon of the GPU, while supplemental policies would further reduce solid waste. Therefore, impacts would be less than significant. (Draft EIR, p. 4.19-24.)

R. WILDFIRE

1. Response Plans

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant. (Draft EIR, p. 4.20-12.)

Explanation: 80 percent (12,256 acres) of the town is in a Very High FHSZ. In addition, lands surrounding the town are SRA. Therefore, most of the town is in or near an SRA or Very High Hazard Severity Zone. The GPU would increase the intensity of development in some pockets of the policy area and accommodate more growth, which could generate conflicts with existing adopted emergency response and evacuation plans by increasing traffic volume and decreasing the ratio of emergency response resources to residents. However, the GPU contains specific goals and policies related to emergency response and evacuation planning to minimize any conflict with such existing plans, and expressly calls for updating the plans to be compatible with growth, thereby resulting in a less-than-significant impact. (Draft EIR, pp. 4.20-12 through 4.20-13.)

SECTION III.
IMPACTS THAN CANNOT BE FULLY MITIGATED TO A LESS THAN
SIGNIFICANT LEVEL

The Planning Commission hereby finds that, the following environmental impacts cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

E. AESTHETICS

1. Visual Character

Threshold: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings?

Finding: Significant and unavoidable. (Draft EIR, p. 4.1-27.)

Explanation: Truckee is a mountain community situated in the valley containing the Truckee River and is surrounded by scenic views of mountain peaks and ridgelines, sweeping vistas of forested hillsides, and meadows. The Truckee town limit encompasses approximately 34 square miles; however, much of the town limit is composed of undeveloped open space. The broad visual character of Truckee's built environment is that of a series of discrete and dispersed neighborhoods and districts of individually varying character, separated by areas of open space. Developed areas within Truckee include the town's historic core, compact development of historic and newer buildings within the Truckee River Valley, commercial and public uses in the Gateway Area, residential and vacations homes in the Donner Lake Area, and a variety of residential and commercial areas distributed throughout the town. The GPU would minimize changes to the town's predominantly mountain-town visual character by focusing future development within the town's developed areas instead of in undeveloped open space areas of the town. Infill would reduce the pressure for development that encroaches on undeveloped land, thus minimizing the potential for the development of these lands. Undeveloped open space areas of Truckee would continue to serve as buffers between Truckee's more developed areas. The most substantial changes to visual character would be expected to occur within planned communities, where mixed-use and higher density residential development would occur, especially on vacant and underutilized sites. Changes to visual character could also occur outside planned communities. However, the overall rate of growth in Truckee is projected to be such that the quantity of development outside of the planned communities, and the associated potential to substantially degrade the existing visual character or quality of Truckee, would be limited. As described in Section 4.14, "Population and Housing," development under Truckee2040 would occur in response to market conditions (e.g., demand for housing, employment opportunities, economic conditions) and is expected to continue to experience a low growth rate such that buildout of Truckee2040 would not occur in 2040. Full buildout of the GPU could result in a maximum net increase of 5,900 dwelling units, 891,000 square feet of commercial development, 390,000 square feet of office development, and 245,000 square feet of industrial development in Truckee above existing conditions (year 2018). This represents a 31 percent increase in dwelling units, 45 percent increase in commercial development, 39 percent increase in office development, and 21 percent increase in industrial development in Truckee above existing conditions. The intensification of land use anticipated to occur in developed areas may be considered an adverse effect to some viewers because of the presence of larger buildings and the corresponding reduction in vacant land within Truckee. However, as detailed below, policies in the GPU would encourage new development to be compatible with the scale and character of existing development and would enhance the distinct visual

identities of communities within Truckee. Structures would continue to comply with the building height limits of 50 feet for nonresidential buildings and 35 feet for residential structures. Other policies would protect historic sites and their surroundings, which are a signature aspect of the visual character of Truckee. Several policies and implementation actions in the Land Use and Community Character Elements encourage the protection of historic buildings and sites, which are key aspects of Truckee's character. Although impacts to individual resources may occur with implementation of the GPU, the policies and implementation actions identified in the GPU, in conjunction with established regulations, would serve to substantially reduce the potential effects of development on the historic character of established communities. For example, Policy CC-3.2 would ensure that planning and development decisions are oriented towards the maintenance of Truckee's character, including by discouraging new architecture that directly mimics or is derivative of the buildings of the historic downtown. Policy CC-7.1 would preserve Downtown's rich legacy of historic buildings and sites by ensuring that new development respects and preserves the character and context of those resources. For development along the Riverfront, Policy CC-7.7 would ensure that new riverfront development and adaptive reuse of historic structures along West River Street is consistent with the historic character of the area and protects the scenic and environmental quality of the Truckee River. The GPU also includes policies to limit the visual effects of new residential, commercial, and industrial development. Policy LU-1.3 would locate significant new development with appropriate intensities/densities on infill sites within existing developed areas, including auto-oriented commercial centers and corridors, and ensure such locations are consistent with goals for equity, sustainability, and environmental protection. The GPU would guide growth to planned communities by identifying specific policies and implementation actions relevant to each land use, including residential uses (Goal LU-2), commercial and mixed-use development (Goal LU-3), and industrial uses (Goal LU-4); as well as planned communities, including Downtown (Goal LU-6), Joerger Ranch (Goal LU-7), Gateway District (Goal LU8), West River District (Goal LU-9), Donner Lake (Goal LU-10), and Gray's Crossing (Goal LU-11). Within residential areas, the GPU would require new residential subdivisions to be clustered to, among other objectives, avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources as well as preserve and manage open space (Policies LU-2.10, LU-2.11, LU-2.12, and Action LU-2.C). For commercial, mixed-use, and industrial development, the GPU would require new buildings to be oriented towards the street (Policy LU-3.5); limit building sizes (Policy LU-3.6 and Action LU-3.B); and require buffering, screening, setbacks, and other measures for new and expanded industrial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts (Policy LU-4.4). By guiding growth to planned communities, clustering development and maintaining open space, and requiring buffering and setbacks between more intense development and adjacent lower-intensity development, the GPU would limit the visual effects of new residential, commercial, and industrial development. Further, the GPU would continue to limit freeway-oriented commercial development to the existing

developed interchanges (Policy LU-1.6) and limit large continuous surface parking lots (Policy LU-1.8). The GPU includes a range of policies and implementation actions intended to preserve Truckee's visual character through specific design standards. For example, the GPU would require new development to incorporate high quality site design, architecture, and planning to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment (Policy CC-3.1) and ensure that planning and development decisions are oriented towards the maintenance of Truckee's character (Policy CC-3.2). Specifically, policies would encourage pedestrian-oriented design (Policy CC-3.4); discourage architectural monotony between individual units within a suburban subdivision or residential subdivision or development project (Policy CC-3.6); prevent the construction of oversized homes (Action CC-3.E); and require new development projects to incorporate materials, color schemes, and architectural styles that complement the landscape and rural and mountain environment (Policy CC-3.7). Signs would continue to be regulated to maintain and enhance the visual appearance of the town (Policy CC3.10 and Action CC-3.F), existing billboards would be eliminated and new billboards would be prohibited (Policy CC3.11 and Action CC-3.E), landscaping would be installed to help enhance and preserve the town's unique character (Policies CC-3.12 and CC-3.13), surface parking lots would be limited (Policy CC-3.14), barbed wire and/or chainlink fencing in areas visible to the public would be prohibited (Policy CC-3.16), and utilities would be encouraged to be underground (Policy CC-3.17 and Action CC-3.G). Finally, the Town would amend the Development Code to create objective design standards for residential projects (Action CC-3.A) and non-residential projects (Action CC-3.B). The GPU also includes policies and implementation actions that promote the overall conservation of natural scenic resources in the Community Character Element. Policy CC-1.1 would prohibit development on hillsides, ridges, and bluff lines, as shown in Figure 4.1-3, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Policy CC-1.2 would ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. Policy CC-1.3 would protect and enhance public views within and from Truckee's designated scenic corridors through regulation of the visual appearance and location of development within identified buffer areas along scenic corridors (i.e., I-80 and SR 89 North). GPU policies would preserve the scenic qualities of the Truckee River and other natural waterways through setback standards, as identified in the Conservation and Open Space Element, and by ensuring that new development respects and enhances the aesthetic qualities and natural environment (Policy CC-1.6) as well as Donner Lake (Policies CC-1.10 and CC-1.11). GPU actions would further ensure that impacts to natural scenic resources are minimized because the Town would review and amend the Development Code regulations related to scenic resources to further preserve scenic resources including hillside, ridge, and bluff lines and town's scenic landscapes (Action CC-1.A), scenic corridors (Action

CC-1.B), tree preservation standards (Action CC-1.C), and Donner Lake (Action CC-1.E). In addition, the town contains several planned communities—Tahoe Donner, Coldstream Specific Plan, Joerger Ranch Specific Plan, and Downtown Truckee Plan (which includes the Railyard Master Plan and Hilltop Master Plan)—that have established specific or master plans to guide land use development that is intended to conserve Truckee’s mountain-town character, scenic built environment, natural environment, and cultural resources. These areas have unique development and site conditions necessitating additional review and guidance for development. Development proposed within these areas are required to be consistent with the adopted policies and development standards of the applicable plan. For Downtown development, Action LU-6.A would require the Town to update the Downtown Specific Plan to include objective design standards to preserve the historic character of the Downtown and to protect the scenic and environmental quality of the river. The Downtown Truckee Plan contains policies intended to preserve the visual character of the downtown area. For example, Policy LU-R-5 would require that new commercial projects abutting a residential property ensure building forms are similar in scale and provide appropriate transitions in height and massing. New residential development adjacent to the Truckee River would be clustered to protect sensitive riparian areas and scenic views to the river (Policies LU-RC-7 and LU-RC-10). In addition, discretionary and ministerial projects adjacent to the Truckee River would be required to fully mitigate any adverse visual impacts through landscaping and other screening (Policy LU-RC-9). Through Policy LU-RC-11, the Town would enforce and preserve the integrity of the required setbacks from the Truckee River. Areas within the designated river setback area would be protected by a conservation easement or similar mechanism. Access roads would be located outside setback areas. The Downtown Truckee Plan would provide coordinated designs for decorative paving, lighting, landscaping, and furnishings, while maintaining the eclectic character that makes Truckee unique (Policies PR-1 and P-TS-5). In the Hilltop subarea, the Master Plan would include design standards ensuring new development is compatible in architectural and site design with the existing historic mountain character of Truckee (Policy LU-HT-3). Development of the Railyard Master Plan Area would occur as an attractive, pedestrian-oriented activity center, physically and visually connected to historic Downtown Truckee (Policy LU-RY-1). In the cemetery subarea, Policy LU-C-1 would require the Town to cluster development to protect aspen groves and other native trees, when feasible, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values. In addition, projects within the Historic Preservation (-HP) Overlay District in Downtown Truckee are subject to the Historic Design Guidelines in Volume III of the Downtown Specific Plan. The proposed in the GPU and Downtown Truckee Plan would guide growth to planned communities and preserve natural areas, while largely maintaining consistency with the visual character of planned communities through policies related to preservation of historic buildings and sites and preserving aesthetic quality through specific design standards. In addition, implementation of the GPU and Downtown Truckee Plan would require the development of objective design standards intended to clarify and standardize these

requirements. Nonetheless, the Town recognizes that state regulations may result in changes to community character that include a shift to greater development density that could degrade the existing visual character of the town in a manner that some perceive as a degradation of baseline conditions. Impacts would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp. 4.1-27 through 4.1-30.)

B. AIR QUALITY

1. Construction-Related Emissions

Threshold: Would the Project Generate Construction-Related Emissions of ROG, NOX, PM10, and PM2.5?

Finding: Significant and unavoidable. (Draft EIR, p. 4.3-17.)

Explanation: Implementation of the GPU would involve the development of new land uses over the horizon of the plan between 2022 and 2040. Development of these new land uses would result in construction activity that would generate emissions of criteria air pollutants and precursors, including ROG, NOX, PM10, and PM2.5, from site preparation (e.g., excavation, clearing), off-road equipment, material delivery, worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Typical construction activities that could occur with land use development include all-terrain forks, forklifts, cranes, pick-up and fuel trucks, compressors, loaders, backhoes, excavators, dozers, scrapers, pavement compactors, welders, concrete pumps, concrete trucks, and off-road haul trucks, as well as other diesel-fueled equipment, as necessary. Fugitive dust emissions of PM10 and PM2.5 are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and mobile sources. Emissions of ozone precursors are emitted in the exhaust of construction equipment and on-road vehicles. Paving and the application of architectural coatings also results in off-gas emissions of volatile organic compounds. PM10 and PM2.5 are also contained in equipment and vehicle exhaust. As discussed previously, specific construction phasing and intensity are unknown. The levels of emissions generated through these activities would depend on the characteristics of individual development projects, including the size and type of land uses being developed, which would determine the length and intensity of construction activity. Construction activities were scaled using CalEEMod default values to represent a worst-case construction scenario for the project, wherein several overlapping construction efforts would occur in the near-term. Table 4.3-6 summarizes modeled construction emissions estimates. These are considered the highest potential construction emissions for any calendar year in the planning horizon. NSAQMD has developed a tiered approach to significance levels: Level A (0–24 lb/day of NOX and ROG, and 0–79 lb/day for PM10), Level B (24–136 lb/day of NOX and ROG, and 79 to 136 lb/day of PM10), and Level C

(over 136 lb/day of NOX, ROG, and PM10). NSAQMD recommends that projects with emissions meeting Level A thresholds implement the most basic mitigations from its CEQA Guidance Document (See Table 4.3-5); projects with projected emissions in the Level B range necessitate more extensive mitigations; and those projects which exceed Level C thresholds should implement the most extensive mitigations (NSAQMD 2009: 9). Based on the modeling conducted, the GPU would generate emissions of PM10 within the range of NSAQMD's Level A Threshold (0–79 lb/day) and ROG and NOX within the range of NSAQMD's Level B threshold (24–136 lb/day). Emissions would not exceed Level C threshold for any of these pollutants. Construction activity associated with the project would generate emissions of ROG, NOX, and PM10 in exceedance of NSAQMD's Level A thresholds of significance. Additionally, emissions of ROG and NOX would exceed NSAQMD's Level B thresholds of significance, which would necessitate more extensive mitigation measures. Implementation of the measures recommended cannot be uniformly applied at this programmatic stage to all new development under the GPU; however, Policy COS-8.8 directs future development undergoing CEQA review to conduct analyses in accordance with NSAQMD guidance and apply mitigation where applicable. Projects with emissions within the Level A range would be subject to NSAQMD's recommended mitigation measures during construction which include a prohibition on the burning of vegetative material and use of electricity to power job site power needs in lieu of a diesel-powered generator, which are measures that would likely not apply to a small construction project or would be feasible to implement. Projects that adhere to these Level A mitigation measures, as required by Policy COS-8.8, would be less than significant with mitigation based on NSAQMD's guidance. Similarly, projects with Level B and Level C emissions may implement the construction-related mitigation measures identified by NSAQMD in its guidance document to reduce impacts to a less-than-significant level with mitigation (NSAQMD 2009: 10–11). Implementation of Policy COS-8.8 could reduce emissions of ROG, NOX, and PM10 to a less-than-significant level through compliance with NSAQMD's recommended tiered thresholds and application of applicable mitigation measures. Policy COS-8.10 would additionally reduce construction emissions by requiring construction contractors to utilize Tier 4 engines, which significantly reduce NOX exhaust. However, at this programmatic stage, the Town cannot guarantee that implementing these measures would be sufficient to fully mitigate construction emissions for all projects in all scenarios. Thus, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.3-17 through 4.3-19.)

2. Operation-Related Emissions

Threshold: Would the Project Generate Operation-Related Emissions of ROG, NOX, PM10, and PM2.5

Finding: Significant and unavoidable. (Draft EIR, p. 4.3-20.)

Explanation: **Land Use Development:** implementation of the project would result in long-term increases in operational emissions of criteria air pollutants and ozone precursors (i.e., ROG and NOX). Project-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings, would also contribute to overall increases in operational emissions. Mobile-source emissions were calculated using daily average VMT values generated within the planning area boundary for the baseline year 2018 and conditions for 2040 using an adjustment factor provided by the traffic consultant. The vehicle fleet mix information contained in the model used Nevada County-specific emissions factors, which is representative of vehicles in the town and was, therefore, used for purposes of preparing a project model. Area-source emissions were estimated using CalEEMod. Area-source emissions include emissions from consumer products, landscaping and maintenance, wood-burning appliances, and other off-road equipment. Energy-related emissions would be associated with space and water heating. Both area-source and energy emissions were calculated using land use type and acreage inputs consistent with the project description and default model assumptions in CalEEMod. Emissions from development under baseline conditions (2018) were compared to emissions from future development of full-build out of the project (2040). Table 4.3-7 summarizes these emissions and the net change in emissions associated with these two scenarios. As shown in Table 4.3-7, emissions of NOX in the town would substantially decrease as compared to baseline conditions. This is primarily because mobile-source operational emission factors would decrease due to more stringent vehicle emission standards over the planning period. EMFAC 2017 emissions factors used in this analysis, accounts for already enacted (present) and approved (future) vehicle emissions control measures contained in SIPs submitted to the EPA, smog check programs, truck and bus emissions rules, and fuel economy standards, which would result in foreseeable mobile-source emission reductions in the region. As shown above, total emissions of ROG, CO, PM10, and PM2.5 would increase substantially. This increase is attributable to the additional new development of residences under the general plan by 2040. As noted in the table above, ROG, CO, PM10, and PM2.5 emissions are comparably higher due to the location of the town, which experiences more extreme winters when compared to other portions of the state; meaning that residents of the town rely on wood burning fireplaces to a higher degree than, say, a resident of a coastal community where reliance on wood burning stove is not typically necessary. Additionally, operation of new development, primarily of single-family homes, would produce emissions of ROG from the use of consumer products (i.e., cleaning supplies, kitchen aerosols, cosmetics, toiletries, pesticides, and fertilizers), use of landscaping equipment, and reapplication of architectural coatings (i.e., paint).

Stationary Sources: Stationary sources, such as boilers, heaters, flares, cement plants, and other types of combustion equipment associated with industrial uses undergo a permitting process by NSAQMD. The permits approved by NSAQMD require emission caps for sources that are tied to

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

Proposed General Plan Policies That Reduce Impacts: several of the GPU policies would reduce operational emissions of criteria air pollutants and ozone precursors. The Conservation and Open Space Element includes the following policies that would reduce operational emissions. Policy COS-8.1 would require new development to include, where applicable, goals, policies, and control strategies from the Town's Particulate Matter Air Quality Management Plan to assist the MCAB in attaining the NAAQS and CAAQS. Policy COS-8.1 is supplemented by Action COS-8.A, which directs the Town to review and update the Town's Particulate Matter Air Quality Management Plan. Policy COS-8.2 also requires new development to pave currently unpaved roads to reduce fugitive PM emissions. Additionally, Policy COS-8.8 directs new development to undergo environmental review in accordance with NSAQMD's CEQA guidelines and thresholds of significance, and apply mitigation where impacts are found to be potentially significant. Lastly, Policy COS-8.9 directs the Town to continue efforts to improve congestion and traffic flow to reduce tailpipe emissions. Moreover, the Mobility Element of the GPU contains several policies that would also reduce operational emissions of criteria air pollutants and ozone precursors. Policy M-1.1 encourages land use design that would minimize dependence on single-occupancy vehicles through mixed-use, compact development in proximity to transit stops, and pedestrian and bicycle infrastructure, which would reduce tailpipe emissions of ROG, NOX, and PM. Policy M-1.2 would similarly reduce tailpipe emissions from the use of TDM strategies such as parking cash-out programs and telecommuting initiatives. Also, Policy M-1.4 would promote transportation innovation and encourage companies to reduce emissions through improved technology,

curb space management, and micromobility alternatives (e.g., scooter-share programs).

Conclusion: NSAQMD has developed a tiered approach to significance levels: Level A (0–24 lb/day of NOX and ROG, and 0–79 lb/day of PM10), Level B (24–136 lb/day of NOX and ROG, and 79 to 136 lb/day of PM10), and Level C (over 136 lb/day of NOX, ROG, and PM10). NSAQMD recommends that projects with emissions meeting Level A thresholds implement the most basic mitigations from its CEQA Guidance Document; projects with projected emissions in the Level B range necessitate more extensive mitigations; and those projects which exceed Level C thresholds should implement the most extensive mitigations (NSAQMD 2009: 9). Emissions of operational air pollutants would be assessed on a project-by-project basis and, where applicable, projects will be required to implement mitigation to reduce operational emissions. However, due to the uncertainties discussed above, the reductions that may be achieved through implementation of GPU policies cannot be assumed to be sufficient to reduce operational emissions to meet the NSAQMD's thresholds for all projects and in instances where concurrent projects may combine to exceed thresholds. Therefore, emissions associated with the project could exceed the NSAQMD significance thresholds; thus, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with proposed GPU policies. Therefore, this impact would remain significant and unavoidable. (Draft EIR, pp. 4.3-20 through 4.3-22.)

3. Sensitive Receptors

Threshold: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Finding: Significant and unavoidable. (Draft EIR, p. 4.3-24.)

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

result of GPU implementation, as described in Impact 4.3-1, would generate temporary, intermittent emissions of diesel PM from the exhaust of off-road heavy-duty diesel-powered equipment used for site preparation, grading, paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities. Existing sensitive receptors are located throughout the planning area. However, at the general plan scale, individual sensitive receptors are not identified. In addition, studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source. These studies illustrate that receptors must be near emission sources for a long period to experience exposure at concentrations of concern. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the planning area (i.e., construction is not likely to occur in any one part of the planning area for an extended time), the dose of diesel PM that any one receptor is exposed would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity at any one location of the planning area, and the highly dispersive properties of diesel PM, sensitive receptors would likely not be exposed to substantial concentrations of construction-related TAC emissions.

Operational/Stationary Emissions: Proximity to highways increases cancer risk and exposure to diesel PM. Similarly, proximity to heavily traveled transportation corridors and intersections would expose residents to higher levels of diesel PM. CARB recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day (CARB 2005). Within the town, the largest roadway that supports the most vehicles per day is Interstate 80 (I80). Peak-month average daily trips on this roadway is as high as 38,000 vehicles per day. Additionally, implementation of the project would accommodate future development that could generate new sources of TACs from commercial and industrial land uses. Per NSAQMD Rule 418 (New Source Review – Hazardous Air Pollutants), land uses that would construct or reconstruct stationary emissions from a major source would be required to obtain a permit and would have to install BACT for air toxics, if deemed applicable by NSAQMD. Due to the programmatic level of this analysis, the number of specific types of projects and land uses and the specific locations of future development are not available. However, it is possible that future development which results from the project could result in new stationary sources associated with commercial and industrial land use development that could result in TAC exposure to existing or future planned sensitive land uses. However, the GPU includes policies focused specifically on addressing exposure of sensitive receptors to TACs (as discussed in greater detail below under the heading “Proposed General Plan Policies That Reduce Impacts”). Further, new stationary TAC sources would be subject to Rule 418 and would be required to install BACT for toxics to receive permitting for the source. New stationary TAC sources that do not meet the requirements of Rule 36 would not receive permits and would not ultimately be approved for development, ensuring receptors would not be exposed to substantial concentrations of TACs.

Proposed General Plan Policies That Reduce Impacts: Several policies within the GPU would reduce exposure of sensitive receptors to substantial TAC concentrations. Policy COS-8.4 directs the Town to minimize public exposure to toxic, hazardous, and odoriferous air pollutants from industrial and commercial developments. Policy COS-8.5 prohibits the establishment of sensitive receptors near sources of industrial and commercial sources of air pollution. Policy LU-4.3 also requires that industrial land uses include adequate buffering, screening, and setbacks to reduce exposure of receptors to these sources of pollution. Policy COS-8.7 requires developers of projects that would locate sensitive receptors within 500 feet of I-80 and 1,000 feet of the railway to prepare an HRA to determine the significance of a TAC impact and incorporate mitigation to reduce impacts. Implementation of Policy COS-8.7 would require future project applicants to conduct project-level HRAs to evaluate project-level emissions of TACs from construction and/or operational activity. The need to conduct an HRA would be assessed on a project-by-project basis using the criteria listed above. The findings of an HRA would be used to demonstrate that a receptor would not be exposed to an incremental increase in cancer risk greater than 10 in one million or concentrations of TACs with a Hazard Index greater than 1, or would determine the degree that additional project-level mitigation would be required. However, the Town cannot assume that mitigation would be available and implemented such that all individual-project-related future health risk increases (i.e., an incremental increase in cancer risk greater than 10 in one million or concentrations of TACs with a Hazard Index greater than 1) from exposure to TACs would be reduced to less than significant levels.

Conclusion: It is reasonably foreseeable that increased traffic on roadways resulting from the project could exacerbate existing concentrations of TACs, resulting in a health risk for existing or new sensitive receptors. As discussed previously, the CARB Diesel Risk Reduction Plan and Air Toxic Control Measures would help reduce future emissions of diesel PM (the primary TAC of concern in mobile emissions). However, the amount of reduction in diesel PM concentrations and the resulting reduction in health risks cannot be anticipated for any specific area, including the planning area. As such, it cannot be assumed that the policies discussed above or the CARB diesel PM reduction efforts would be sufficient to reduce exposure of sensitive receptors to TACs to a less than significant level. For these reasons, the project could expose sensitive land uses to mobile-source TACs and result in increased health risks above the SMAQMD thresholds of a cancer score of more than 10 in 1 million, and the impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Therefore, this impact would remain significant and unavoidable. (Draft EIR, pp. 4.3-24 through 4.3-26.)

4. Other Adverse Emissions

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

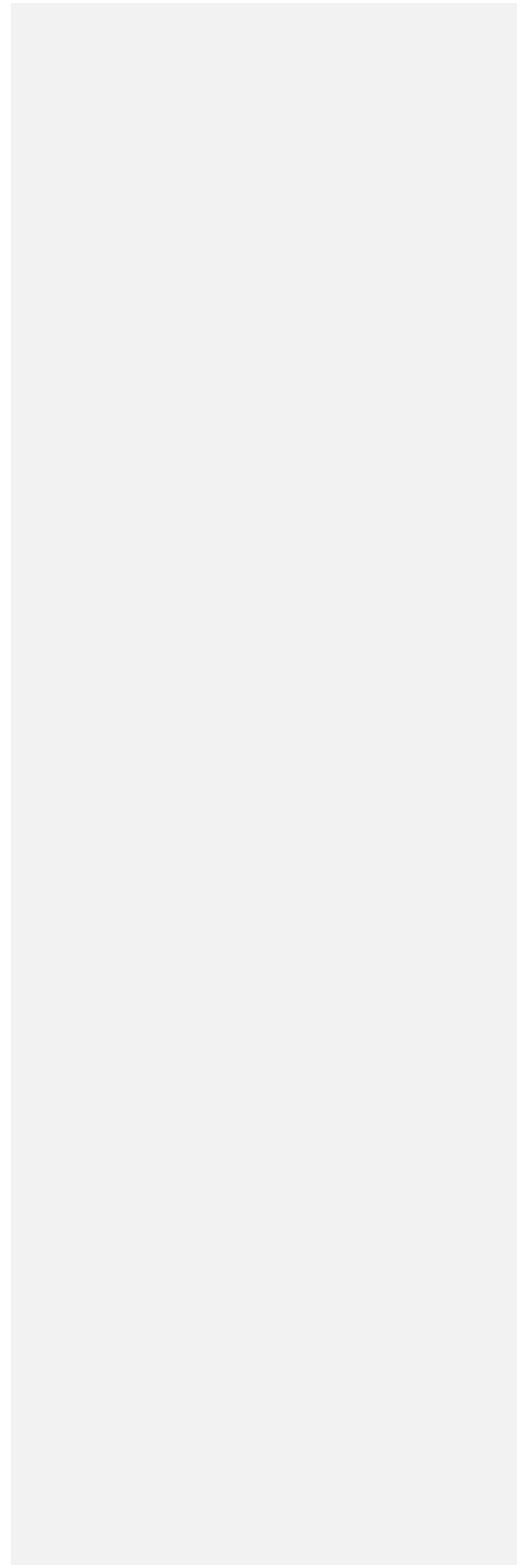
Finding: Significant and unavoidable. (Draft EIR, p. 4.3-26.)

Explanation: The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant and lead to distress among the public and generate citizen complaints to local governments and regulatory agencies. Land uses commonly considered to be potential sources of odorous emissions include wastewater treatment plants, sanitary landfills, food processing facilities, chemical manufacturing plants, rendering plants, paint/coating operations, and agricultural feedlots and dairies. The Tahoe-Truckee Sanitation Agency wastewater treatment plant (WWTP) is located within the boundaries of the planning area. While NSAQMD does not provide screening distance recommendations for citing sensitive receptors near odors, other air districts in the state, such as the Sacramento Metropolitan Air Quality Management District (SMAQMD), recommend that projects including sensitive receptors be located with a buffer zone of at least 2 miles from WWTPs; however, SMAQMD notes that "odor screening distances should not be used as absolute thresholds of significance for an odor determination." Implementation of the project would not introduce dissimilar land uses to the portion of the planning area within the vicinity of the WWTP as compared to baseline conditions. The project could result in the development of industrial land uses that could be a source of odors. However, the actual uses that would be developed are not known at this time, as no specific development projects are currently proposed. As such, the degree of impact with respect to potential odors associated with future projects and their effects on adjacent receptors is uncertain. Future nonresidential land uses or specific facilities in the town could generate odor emissions that could be a nuisance. However, NSAQMD Rule 205, "Nuisance," regulates land uses that potentially emit odors, further reducing the potential for odor impacts on existing and new sensitive receptors in the county. This rule would minimize potential odor issues occurring under the project.

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

Conclusion: There is inherent uncertainty regarding the size, land use type, specific building locations and site designs, and buildout periods for future development projects that would occur under the project. Emissions of odors and exposure to existing odors would be assessed on a project-by-project basis. It is reasonably foreseeable that, depending on the project, receptors could be subjected to adverse odors; thus, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with existing rules and the policies and actions proposed in the GPU. Therefore, this impact

would remain significant and unavoidable. (Draft EIR, pp. 4.3-26 through 4.3-27.)



F. **BIOLOGICAL RESOURCES**

1. **Wildlife Movement**

Threshold: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Finding: Significant and unavoidable. (Draft EIR, p. 4.4-31.)

Explanation: Developed areas may provide habitat connectivity or contain native wildlife nursery sites, but to a lesser extent than undeveloped areas; thus, concentrating higher intensity development within and adjacent to these areas would minimize potential interference with wildlife movement and native wildlife nursery sites at a programmatic level. In these developed areas, additional growth is not likely to substantially affect wildlife movement unless the parcels contain a feature, such as a creek or drainage, which facilitates important movement within the developed area and would be removed or degraded. Corridors for movement such as riparian areas, drainages, and other natural features) are important for exchange of individuals and subsequently genetic material between wildlife populations. In addition, as projected development further encroaches upon wildlife habitat, increases in human activity in areas where sensitive biological resources could occur would be expected. Known migration corridors for the mule deer herd occur in the Policy Area (Figure 4.4-3). Wildlife nurseries could be located within or near existing developed areas and could be adversely affected by future development within these areas. Development within or adjacent to areas that include important wildlife movement corridors or nursery sites (rookeries, fawning areas, maternity bat roosts) could create auditory or visual disturbances that result in abandonment of the nursery site or that inhibit use of a movement corridor. The GPU includes Open Space Recreation and Resource Conservation/Open Space land use designations, which are intended for public recreation uses (e.g., park and recreation facilities, libraries, and community centers) and passive and active open space and resource management, respectively. Areas designated for Resource Conservation/Open Space include portions of the town owned by the US Forest Service and a buffer along the Truckee River in the eastern half of the town (see Figure 3-4 in Chapter 3, "Project Description"). As shown in Figure 3-4, the portion of the town adjacent to the critical fawning areas for the mule deer herd in the SOI east of the town boundary would be designated as Resource Conservation/Open Space and the area immediately west of the open space area is anticipated to experience a low rate of growth. Direct impacts on wildlife include incremental fragmentation of the landscape, loss of habitat connectivity, prevention of species dispersal (including wildlife and plants), prevention of shifts in a species' range in response to climate change, and loss of important nursery sites (e.g., deer fawning areas, heron rookeries, bat maternity roosts). Indirect impacts include invasion of natural habitats by nonnative species and increased presence of humans and domestic animals over the long-term, as well as increased trash (which may attract predators

and discourage wildlife use of surrounding natural habitat). In addition, projected development could include segments of fencing, walls, or other structures that would hinder wildlife movement. Although animal movement corridors and wildlife nursery sites may be directly or indirectly affected, potential disturbances or losses from development under the GPU are expected to be minimal. The GPU includes several policies and actions intended to reduce potential impacts on open space, wildlife corridors, and wildlife nurseries. For example, Policies COS-1.3, COS-1.5, COS-1.7, COS-2.2, COS-3.1, COS-3.2, COS-3.4, and COS-7.1, and Actions COS-2.A, COS-3.A, and COS-3.F address conservation of pristine open space and wildlife corridors, prevention of habitat fragmentation, protection of movement corridors including riparian areas, and biological survey requirements. Policy COS-2.2 would prohibit development within established setback areas from the Truckee River, except as otherwise allowed in the Development Code, and these setbacks would provide movement corridors for wildlife. Grading, landscaping, and drainage uses within the established setback area shall also be subject to strict controls. Policy COS-3.4 requires that all new development avoid identified native wildlife nursery sites and wildlife corridors within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features. Through Action COS-3.A, the Town would prepare a comprehensive plan for the management and protection of wildlife movement corridors and deer migration routes, including and should include mapping. Action COS-3.F would require the amendment of the Development Code to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost. The 2040 General Plan policies and implementation programs reduce the potential for adverse impacts to wildlife movement corridors and nursery sites by requiring avoidance of identified wildlife corridors and nursery sites, as feasible, and amendment of the development code for new development adjacent to wildlife movement corridors and nursery sites mapped by CDFW. Through the actions described above, the Town would develop a comprehensive management plan for wildlife corridors and nursery sites and amend the Development Code to require that habitat functions and values are not lost. Nevertheless, due to the wide variety of future project types, site conditions, and other circumstances associated with future development, it is possible that there may be instances in which disturbance or loss of animal movement corridors or native wildlife nurseries cannot be avoided. Therefore, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the proposed GPU and Downtown Truckee Plan policies and actions. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp. 4.4-31 through 4.4-32.)

G. CULTURAL RESOURCES

1. Historical Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Significant and unavoidable. (Draft EIR, p. 4.5-17.)

Explanation: Historical (or architectural) resources include standing buildings (e.g., houses, barns, cabins) and intact structures (e.g., dams, bridges). Concentrations of historic resources occur around the places with the longest history of permanent settlement and activity. The town contains a variety of historic resources, including federal and state recognized resources. Over the years, historical resources have been identified through historic building surveys and cultural resource studies. These surveys and studies have led to the identification of the NRHP-listed Commercial Row-Brickelltown Historic District and the NRHP-listed "Kruger House" (i.e., "C.B. White House"); the recognition of the Truckee Historic National Register District as NRHP-eligible; the Emigrant Trail, First Transcontinental Railroad and the Truckee Jail as CRHR-eligible; and the historic Dutch Flat and Donner Lake Wagon/Lincoln Highway/Victory Highway/Old Highway 40 (i.e., Donner Pass Road). These resources meet the definition of historic resource under Section 15064.5(a) of the CEQA Guidelines. Truckee2040 would establish new mixed-use and business innovation land use designations that reflect existing development trends and encourage further development in central locations. Truckee2040 provides for increases to residential densities and non-residential development intensity in areas near the downtown, including the Gateway District and West River District, and in neighborhood centers. Therefore, the project could result in development in areas containing known historical resources. Projected development also could have direct or indirect adverse effects on structures that have not been evaluated for NRHP or CRHR eligibility that could be historically significant. Additionally, infill development within a designated historic district could result in the change in its historical significance, even if it is visually incompatible. GPU policies and existing regulations pertaining to the protection of cultural resources would reduce impacts to such resources. The Community Character Element includes the following policies and implementation programs, described in full above, intended to address potential impacts to historical resources. Policy CC-4. protects historical resources by requiring discretionary development projects be assessed for cultural resource by qualified professionals and that the projects are designed to avoid potential impacts to significant cultural resources whenever possible. Policy CC-4.2 specifically requires that buildings and structures over 45 years of age to be evaluated for historical significance. Supporting Action CC-4.C directs the Town to implement the Historic Preservation Program that seeks to protect and preserve the historic quality of the Downtown Historic District and other historic structures in Town. Other policies would encourage the sensitive adaptive re-use of historic buildings in accordance with State and federal guidelines (Policy CC-4.3), support cooperation with the public and private sector to preserve historic resources (Policy CC-4.5), and provide

incentives to pursue funding for historic preservation (Policy CC-4.4). Additionally, development in the Downtown Truckee Plan area would be subject to Policies HR-2 and HR-4, which discourage alterations to historic buildings and construction of new buildings that are not compatible with their historic surroundings. Policy HR-3 calls for the safeguarding of historic buildings from unnecessary removal and demolition. Damage to, or destruction of, a building or structure that is a designated historic resource, eligible for listing as a historic resource, or that has not yet been evaluated, could result in the change in its historical significance. Policies in the GPU and the Downtown Truckee Plan work to protect these resources. Nevertheless, avoidance of historical resources may not be possible in all cases. This could result in damage to, or destruction of, a historic building or structure, thereby resulting in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. Policies identified in the GPU, Downtown Truckee Plan, the Development Code would reduce potentially significant impacts to historic resources because actions would be taken to record, evaluate, avoid, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. However, CEQA Guidelines [CCR 15126.4(b)(2)] note that in some circumstances, documentation of an historical resource does not mitigate the effects of demolition or alteration of a resource to a less-than-significant level because the historic resources no longer exists or would no longer be eligible for listing as a historical resource. Therefore, because the potential for permanent loss of a historic resource or its integrity cannot be precluded, the project's impacts would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.5-17 through 4.5-18.)

H. GREENHOUSE GAS EMISSIONS

1. Emissions Generation

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

Finding: Significant and unavoidable. (Draft EIR, p. 4.8-21.)

Explanation: The proposed Climate Action Plan Element of the GPU establishes a target of reducing emissions by 40 percent below 2008 levels by 2030 and 80 percent below 2008 levels by 2040. These reduction targets were developed in consideration of the 2017 Scoping Plan and SB 32 as well as Resolution 2017-58, shown below in Table 4.8-4. Therefore, consistency with the CAP and the targets established therein is understood to demonstrate consistency with applicable plans, policies, and regulations such that the project would not generate GHG emissions that have a significant effect on the environment. Thus, for the purpose of this analysis and based on the targets identified in the CAP, the project would contribute significantly to climate change if: 1) communitywide emissions are not reduced by at least 40 percent below 2008 levels by

2030 (i.e., communitywide emissions equaling 138,209 MTCO₂e in 2030), or 2) communitywide emissions are not reduced by at least 80 percent below 2008 levels by 2040 (i.e., communitywide emissions equaling 46,070 MTCO₂e in 2040), and carbon neutrality is not achieved by 2045 and 2050. The proposed GPU and Downtown Truckee Plan would guide development in response to anticipated population growth. An objective of the GPU is to reduce greenhouse gas emissions in all sectors, including, but not limited to, transportation, land use, building energy, and solid waste, through comprehensive and robust planning and implementation. Development would result in construction and operation-related GHG emissions that would contribute to climate change on a cumulative basis. Construction activity, which would typically involve use of heavy-duty equipment, construction worker commute trips, material deliveries, and vendor trips, would result in the release of GHG emissions. Although construction-generated GHG emissions are generally limited in duration for any given project, taken together over buildout of the GPU these emissions could be considerable. Long-term operational sources of GHG emissions associated with buildout of the proposed GPU would include mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), wastewater treatment, and water consumption (e.g., electricity used to deliver and treat water consumed by customers in the Planning Area). Operational GHG emissions associated with buildout of the project are summarized in Appendix C. A summary of GHG emissions in the town by sector is also included as Appendix C.

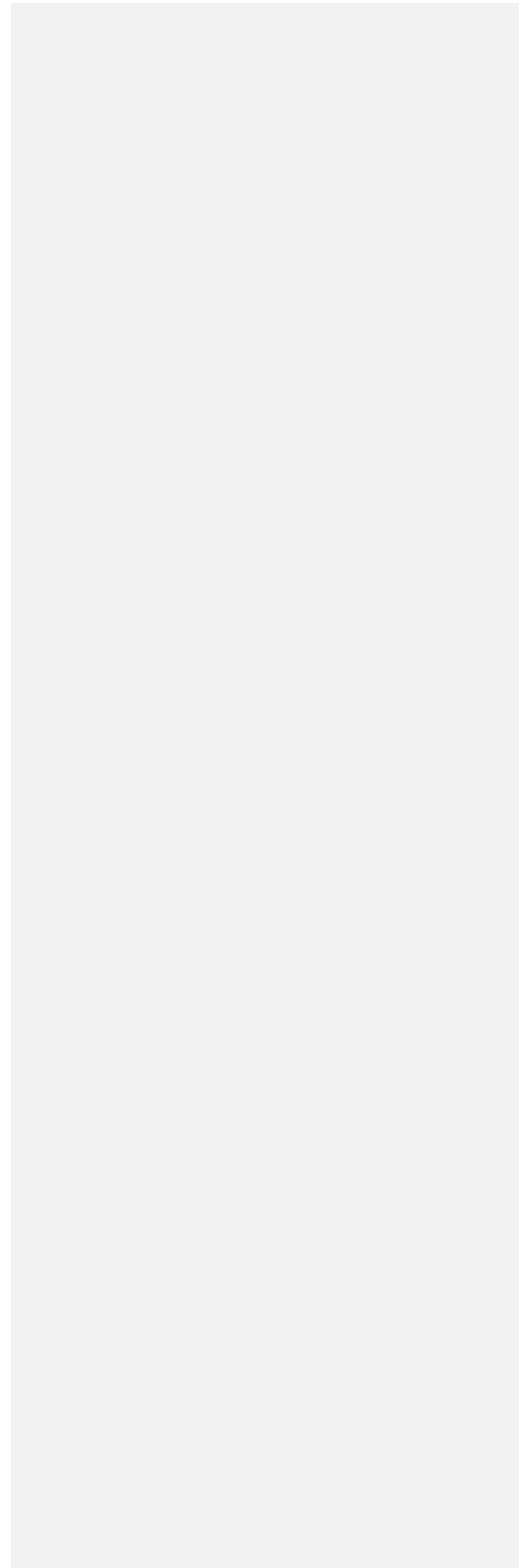
Consistency with the 2017 California Climate Change Scoping Plan:

Total GHG emissions reductions required to meet the targets account for both State and federal regulatory actions, and locally based GHG emissions reductions in the Climate Action Plan Element, which are summarized in Table 4.8-4. A list of specific GPU policies and programs that correspond with the proposed GHG emissions reduction measures in the CAP, by CAP goal, are included in Table 4.8-5. The GHG emissions reduction measures apply to existing development, new development, or both, depending on the measure and implementation methods. Implementation of the GHG emissions reduction measures in the proposed CAP would reduce GHG emissions by approximately 35,359 MTCO₂e in 2030. These reductions that would exceed that Town's targets of reducing emissions by 40 percent below 2008 levels and 80 percent below 2008 levels by 2030, thus succeeding in closing the town's GHG emissions gap after accounting for legislative and regulatory mechanisms. As discussed in Chapter 3, "Project Description," and in the Climate Action Plan Element, these reduction targets are developed in consideration of statewide emissions targets established by SB 32 and Executive Order B-30-15. The estimated GHG emissions reduction potential of the CAP goals and policies are summarized in Table 4.8-5. These GHG estimates are based on conservative assumptions and performance standards that are included in the proposed CAP. The Town's forecast emissions under the GPU including the emissions reductions achieved by the CAP goals and policies would meet and exceed the 2030 reduction target. Although implementation of the

proposed General Plan would result in both direct and indirect GHG emissions, the CAP and proposed GPU policies would reduce emissions consistent with local GHG emissions reduction targets that are aligned with the statewide 2030 target established by the State's 2017 Scoping Plan and Executive Order B-30-15. The proposed GPU would be consistent with the directives of SB 32, which requires the State to reduce GHG emissions 40 percent below 1990 levels by 2030. Therefore, the buildout of the proposed GPU would not conflict with the 2017 Scoping Plan.

Longer-Term Statewide GHG Emissions Reduction Goals for 2040, 2045, and 2050 As noted in the 2017 Scoping Plan, the long-term goal of achieving a GHG emissions reduction of 80 percent below 1990 levels by 2050, equivalent to 2 MTCO_{2e} per capita, represents the State's commitment to achieving its "fair share" of GHG emissions reductions required under the Paris Agreement, which identified scientifically-based global emissions levels required to put the world on track to limit global warming to below 2°C, thereby avoiding the most catastrophic and dangerous impacts of global climate change (CARB 2017a:99). Additionally, the 2020 and 2030 targets codified into State law per AB 32 and SB 32 were established consistent with the long-term trajectory of emissions reductions required to achieve the 2050 goal. Although the statewide GHG reduction goals for 2045 and 2050 have not been codified by the State's legislature, it is still considered imperative that projects demonstrate progress toward achieving longer-term GHG reduction goals under CEQA. Total GHG emissions reductions required to meet the targets account for both State and federal regulatory actions, and locally based GHG emissions reductions in the Climate Action Plan Element, which are summarized in Table 4.8-4. AAs a result of the GHG reduction measures listed in the CAP, emissions would continue to decline extending to 2050 and beyond. As shown in Table 4.8-6, 2040, 2045, and 2050 emissions would be reduced by 70,817, 83,384, and 88,990 MTCO_{2e}, respectively. Additional net GHG emissions reductions would be required to meet the long-term goals for 2045 and 2050; however, the scale of reductions required to achieve the much more aggressive longer-term emissions reduction goals will require significant improvements the availability and/or cost of technology, as well as potential increased reductions from ongoing state and federal legislative actions. Based on projected 2045 and 2050 emission estimates for the Town, and considering the proposed policies and programs listed above and the technology available at the time of writing this Draft EIR, the project would not result in sufficient GHG reductions for the Town to meet the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. The 2017 Scoping Plan only identifies known commitments and proposed actions that will be taken by the State to achieve the 2030 target. Furthermore, while the State has released the Draft 2022 Scoping Plan Update, the State has not yet adopted a final detailed update to the Scoping Plan for future targets that may be adopted beyond 2030 on the path to meeting the 2050 goal. Moreover, the 2040 target of achieving an 80 percent reduction in GHG emissions from 2008 levels is the result of the Town's Resolution 2017-58, and arguably exceeds the (not yet codified) statewide 2040 target of

reducing emissions by 60 percent below 1990 levels. The Town would continue to monitor the status of communitywide GHG emissions over time; monitor and report on progress toward achieving adopted GHG reduction goals through implementation of the CAP; and identify new or modified GHG reduction measures that would achieve longer-term, post-2030 targets that may be set by the State or others in the future. This impact would be significant. No additional feasible mitigation available beyond compliance with the proposed GPU policies. This impact would be significant and unavoidable. (Draft EIR, pp., 4.8-21 through 4.8-25.)



2. Emission Reduction Plans

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Finding: Significant and unavoidable. (Draft EIR, p. 4.8-25.)

Explanation: Numerous federal, state, and local regulations have been adopted to reduce GHG emissions. Many of these regulations, including the 2017 Scoping Plan, SB 32, and Town Resolution 2017-58, establish target emission levels under the presumption that achieving these targets through GHG emissions reduction would avoid or substantially lessen significant impacts on the environment. As discussed in Impact 4.8-1, above, the proposed Climate Action Plan Element of the GPU establishes reduction targets that were developed in consideration these regulations. Therefore, consistency with the CAP, and the targets established therein, is understood to demonstrate consistency with applicable plans, policies, and regulations. Based on anticipated growth and technology, the project would result in GHG emissions that exceed the longer-term 2045 target of statewide carbon neutrality and 2050 goal of reducing emissions to 80 percent from 1990 levels. The 2017 Scoping Plan and 2022 Scoping Plan Update do not identify state commitments and proposed actions to meet the 2050 goal. Further, the 2040 target of achieving an 80 percent reduction in GHG emissions from 2008 levels is the result of the Town's Resolution 2017-58, and arguably exceeds the (not yet codified) statewide 2040 target of reducing emissions by 60 percent below 1990 levels. Nonetheless, because the project cannot demonstrate the necessary emissions reductions at this time, the project would conflict with these plans and regulations. The Town would continue to monitor the status of communitywide GHG emissions over time; monitor and report on progress toward achieving adopted GHG reduction goals through implementation of the CAP; and identify new or modified GHG reduction measures that would achieve longer-term, post-2030 targets that may be set by the state or others in the future. Nevertheless, this impact would be significant. No additional feasible mitigation available beyond compliance with the proposed GPU policies. This impact would be significant and unavoidable.

I. HAZARDS AND HAZARDOUS MATERIALS

1. Wildland Fires

Threshold: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Finding: Significant and unavoidable. (Draft EIR, 4.9-34.)

Explanation: The proposed GPU would accommodate growth in Truckee in the form of residential development, commercial areas, industrial centers, schools, and civic uses. As shown in Figure 4.9-4, much of Truckee is subject to wildland fire hazards. Although most of the growth in the town would

occur in existing developed areas, the growth has the potential to increase the threat of wildland fires on human populations and property because development may be located closer to and within Very High FHSZs. New growth and development in the town may expose additional people and structures to a significant risk of loss, injury, or death involving wildland fires. In addition, increased growth may result in an increased demand for fire protection services and increased demand on the existing water supply. In the event of a major wildfire fire, the availability of fire response staff or ability to maintain adequate response times, or infrastructure constraints, such as insufficient water supply, may also contribute to an increased risk of wildland fire hazards. The increased risks in the town are particularly pronounced in certain parts of the community where homes are located in areas of dense vegetation and forestland and where steep slopes and other, similar conditions exist. Areas with steep slopes, such as those around Donner Lake, in the Tahoe Donner area, and in the open space areas north of I-80, have increased risk of wildfire impacts. Areas in the town with steep slopes are at increased risk of wildfire and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. In addition to potentially exposing people to loss, injury, or death and damage to property, development of areas susceptible to wildfire could exacerbate the fire risk by introducing anthropogenic (i.e., human-caused) influence into fire-prone open space. Human-caused wildfires tend to be generated by debris- and brush-clearing fires, electrical equipment malfunctions, campfire escapes, smoking, fire play (e.g., fireworks), vehicles, and arson. As described in the TFPD CWPP, local governments can help reduce the effects of human development in areas of wildfire risk through proper land use management and zoning. Any development or redevelopment that occurs in a Very High FHSZ would be obligated to conform to the statutory and regulatory requirements discussed in 4.9.1, "Regulatory Setting." These include specific fire code requirements and fire-resistance measures required for new structures. As part of the Town of Truckee's Standard Condition for Fire Protection Services, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements in all areas of the district, and are consistent with Public Resources Code Section 4291 and Government Code Section 51182, discussed above. The provision of defensible space would create a separation zone between wildlands and structures. The existing regulations, such as the California Building Code, Fire Code, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects (see "2040 General Plan Update Policies," above). For example, Policies SN-2.1 through SN-2.12, SN-3.7, and SN-6.1 through SN-6.7 and Actions SN-2.A through SN-2.H and SN-6.A through SN-6.H would further reduce impacts. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new

development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and post-disaster rebuilding ordinance. Policy SN-2.2, specifically, would require future development to comply with fire safe requirements. These policies would reduce the potential for uncontrolled spread of wildfire within the town. Compliance with existing regulations and the GPU policies and actions would substantially reduce risks from wildland fires in Very High FHSZs by requiring specific design features for new development and by requiring that adequate emergency response is in place to serve new development when wildfires occur. In addition, compliance with existing regulations and the GPU policies and actions would reduce risk of wildfire, ignition, and the exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. As noted above, the GPU includes 12 unique policies intended to support the goal of reducing risks associated with wildfire. In addition, the GPU proposes eight actions (seven new and one ongoing) to manage the existing wildfire risk. These include updating the Development Code to meet or exceed the State Minimum Fire Safe Regulations for all projects in the Very High FHSZ (Action SN-2.A); working with state and local partners to actively reduce fuel, ignition sources, and risks (Actions SN-2.B, SN-2.C, SN-2.C, and SN-2.F); and updating landscaping standards to prohibit flammable landscaping materials (Action SN-2.E). These aspects of the GPU would substantially limit the potential for future development to exacerbate the existing wildfire hazard. The implementation of the GPU policies and actions identified above and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," would reduce the risk of wildfire and the associated potential for exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. However, it cannot be concluded that wildland fire risks and the risks associated with wildfire smoke pollution would be reduced to less than significant in all locations for all future development within the town given the large area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and the lack of precision regarding location of future development within the town. This impact would be significant. For further discussion of risks associated with wildland fires, see Section 4.20, "Wildfire." No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp., 4.9-34 through 4.9-36.)

J. NOISE

1. Noise Levels

Threshold: Would the Project Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the Town Development Code?

Finding: Significant and unavoidable. (Draft EIR, p. 4.13-29.)

Explanation: Implementation of the GPU would involve the construction of various land use development projects throughout the town including residential, commercial, office, mixed use, and industrial projects. As detailed in Chapter 3, "Project Description," the Town contains several planned communities in which adopted policies and guidance applicable to each plan area must be followed when new development is proposed. Due to the growth already planned for under these existing planned communities, developed areas that are already built out, and land that has been preserved as open space, the GPU would concentrate land use changes only within approximately 3 percent of the Town's total area while the other 97 percent would remain as previously planned under the 2025 General Plan. The GPU would allow for development in close proximity to existing communities. Future development under the GPU would occur over an approximately 20-year period until 2040 and would generate temporary noise level increases on, and adjacent to, individual construction sites. Because there are no specific timeframes for individual future development projects under the GPU, it is currently not possible to determine site-specific construction noise levels, locations, or time periods for specific construction activities. Demolition and construction activities would, in some cases, occur near existing residences and other noise-sensitive receptors and extend over the course of several weeks to months, or even longer depending on the individual development type and other project- and location specific circumstances. Construction noise can be characterized based on the type of activity and associated equipment needed and, in this analysis, is evaluated by considering noise levels associated with site preparation/foundation work, utility improvements (e.g., trenching, pipe/transmission line installation), roadway improvements (e.g., grading, paving), and vertical construction (e.g., residential, commercial, or other structures), with and without pile driving as these are common construction activities anticipated to result from the build out of the GPU. Reference noise levels for typical construction equipment required for these activities are shown below in Table 4.13-10. Assuming equipment operating simultaneously and typical reference noise levels for construction equipment, representative noise levels for various types of construction activity are shown in Table 4.13-11. Based on reference noise levels for typical construction equipment and activities, building construction activities without pile driving could result in noise levels of up to approximately 86 dB Leq and 91 dB Lmax at 50 feet from the source, and construction activities that involve pile driving could result in noise levels up to approximately 91 dB Leq to 97 dB Lmax at 50 feet from the source. See Appendix D for modeling inputs and results. The provisions within Section 18.44.070 of the Town's Development Code states that noise sources associated with non-single family residential construction between the hours of 7:00 a.m. and 9:00 p.m. Monday through Saturday and 9:00 a.m. to 6:00 p.m. on Sunday are exempt from the Town's Development Code noise standards.

Additionally, Section 18.44.070 of the Town's Development Code states that noise generated by the construction of single-family residential construction on a single-family lot at any time of day is exempt from the Town's Development Code noise standards. However, the GPU would implement policy SN-8.13 to continue to restrict construction hours where construction would occur adjacent to existing noise-sensitive uses. To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity. The Town has established standards for acceptable noise levels in Section 18.44.030 of the Development Code. These noise levels have been adjusted according to the cumulative duration of the intrusive sound. For example, if the cumulative period is 5 minutes per hour, then the standard is adjusted by 10 dB to 65 dB during daytime hours and 60 dB during nighttime hours. If the cumulative period is 30 minutes per hour, no adjustments are made and the standard is 55 dB during the daytime and 50 dB during the nighttime, functionally similar to the average hourly noise level, or Leq. The noise level that must not be exceeded for any time per hour is 75 dB during the day and 70 dB during the night, functionally similar to a maximum noise level or Lmax. The analysis herein evaluates whether future demolition and/or construction activity would potentially exceed the Town's noise standard as follows:

- Hospital, library, religious institution, residential, school, or similar land use: Nighttime exterior noise standard of 50 dB Leq or 70 Lmax from 10:00 p.m. to 7:00 a.m.
- Commercial Uses: Nighttime noise standard of 60 dB Leq or 80 Lmax from 10:00 p.m. to 7:00 a.m.
- Construction activities would only be permitted during the nighttime hours if there are no other reasonable options, such as for some foundation designs require that once the pouring of concrete begins, the pour must continue without pauses until complete. In some instances, such a concrete pour may take 20 or more hours, requiring work to occur during the nighttime hours. Additionally, utility installation and roadway improvements associated with GPU implementation could periodically occur during nighttime hours (for example to avoid causing traffic congestion); and thus, could expose existing or future residential, schools, churches, or similar uses, and commercial/industrial uses to substantial noise levels during the sensitive times of the day. Although the Town currently allows nighttime construction for roadway improvements and utility installation, project-specific information, such as the location of sensitive receptors and equipment type, is not known at this time. Additionally, as stated above, some development projects may require construction during sensitive times of day, and it cannot be guaranteed that the Town's noise standards would not be exceeded. Therefore, the development associated with the GPU could generate substantial temporary increases in construction noise levels during sensitive nighttime hours. If a nighttime concrete pour were required (likely the most noise intensive nighttime construction activity that might occur under GPU implementation), associated noise could expose nearby noise-sensitive receptors, including locations where people normally sleep, to noise levels that exceed applicable nighttime noise standards of 50 Leq or 70 Lmax within 3,077 feet or 510 feet, respectively. GPU Policy SN-8.1 requires compatibility with noise standards based on existing noise data

or an acoustical analysis for new development to identify potential adverse impacts to new residents, employees, and/or nearby sensitive receptors and require all feasible noise reduction measures be implemented to mitigate those impacts. Furthermore, the Town's Planning Division would review the construction noise reduction measures and confirm compliance with the Town's noise threshold criteria. GPU Policy SN-8.13 would restrict construction hours for most new construction, excluding single family residential development, to reduce impacts to adjacent existing noise-sensitive uses. Additionally, development under the GPU would be required to comply with the following construction equipment noise control measures identified in GPU Policy SN-8.14 and listed below, which could substantially lessen construction noise levels: □ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Locate stationary noise generating equipment as far as possible from noise-sensitive uses when noise-sensitive uses adjoin or are near a construction project area.
- Utilize "quiet" air compressors and other stationary noise-generating equipment where appropriate technology exists.
- The project sponsor shall designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site, and send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.
- GPU Actions SN-8.B through Sn-8.E would support the implementation of the GPU policies by amending the Town's Development Code and aligning the Town's noise restrictions with requirements identified in the GPU. Due to the programmatic nature of this analysis, individual construction activities and associated noise exposure at receiving land uses cannot be determined at this time. Because these details are not known, it is not possible to conclude that implementation of GPU Policies SN-8.1, SN-8.13, and SN-8. would avoid generation of substantial temporary construction noise levels that exceed the standards of Development Code Section 18.44.030 during nonexempt hours for all future development under the GPU. Further, available construction noise attenuation measures (e.g., temporary walls, mufflers), can typically achieve a maximum of 10 dB noise reduction, which may not be adequate to achieve noise standards depending on the proximity of construction activities to nearby land uses. Implementation of Policy SN-8.19 would provide reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; locating noise-generating equipment away from sensitive land uses; requiring a temporary solid barrier around the project site and staging area; and requiring the use of enclosures, shields, and noise curtains (noise

curtains typically can reduce noise by up to 10 dB [EPA 1971]). Although, noise reduction would be achieved with implementation of these measures, reductions of the appropriate magnitude may not occur under all circumstances. Therefore, because it cannot be assured at this time that nighttime construction would not be needed and that, if needed, the applicable noise standards would be met, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.13-29 through 4.13-32.)

2. Traffic Noise

Threshold: Would the Project Generate a Substantial Permanent Increase in Traffic Noise Levels at Noise Sensitive Land Uses in Excess of the Standards in GPU Policy SN-8.8

Finding: Significant and unavoidable. (Draft EIR, p. 4.13-32.)

Explanation: It is anticipated that implementation of the GPU would result in an increase in population of 0.9 percent and an increase in housing of between 0.9 percent to 1.0 percent above 2018 conditions. Additionally, the GPU includes land use designations to allow growth within or near existing communities, as shown in Chapter 3, "Project Description," in Figure 3-4. The GPU establishes the land use development pattern for the future of the town and accommodates growth and development, including new residential, commercial, office, industrial, open space, and other land uses. Land use development that results in traffic increases can result in long-term traffic noise increases (or decreases) on roadways in the town and thus could result in exposure of existing receptors or future planned development to substantial permanent noise increases. The GPU includes land use compatibility standards for community noise environment (Table 4.13-9, above) that are designed to protect sensitive land uses from excessive noise levels. Noise compatibility standards vary based on the land use type and are therefore dependent on the land use type and proximity to existing freeways and roadways. Traffic volume increases could result in potentially significant impacts if traffic noise levels exceed the Town's exterior noise compatibility standard of 60 dB CNEL for low density single family residential, duplexes, or mobile homes and 65 CNEL for multi-family residential. Additionally, the buildout of the GPU would result in potentially significant impacts if there is a traffic noise increase of 2 dB or greater at locations with existing noise levels exceeding the Town's 60 dB CNEL exterior noise standard (if the noise level is between 60 and 65 dB CNEL). When the existing noise level is

greater than 65 dB CNEL, the receptor would be exposed to a substantial traffic increase when there is an increase in CNEL of more than 1 dB (General Plan noise Policy SN-9.8). Table 4.13-12 compares calculated noise levels along major roadways in the town under existing conditions to those that could occur with traffic levels associated with projected growth within the 2040 planning horizon. Traffic noise modeling was conducted for existing (2018) and future conditions using traffic data generated for anticipated land use development contemplated under buildout conditions (LSC Transportation Consultants 2022). To provide a point of comparison for existing and future noise conditions, noise levels were calculated at a distance of 100 feet from the roadway centerline. Noise levels at receptors farther away from roadway noise sources, or in locations with intervening topography, vegetation, or structures, would be lower than shown in the table. As shown in Table 4.13-12, traffic associated with projected GPU growth would result in noise increases along most studied roadways, and slightly decrease noise along others. West River Street between Bridge Street and McIver Crossing and Pioneer Trail from Truckee Way to Comstock Drive do not exceed the 60 dB CNEL noise standard under existing conditions but would with the build out of the GPU. However, the increase in traffic noise would not be substantial (i.e., 3 dB or greater). The increases in traffic along Northwoods Boulevard and Donner Pass Road immediately north of Pioneer Trail, which exceed the 60 dB CNEL noise standard under existing conditions, would result in increases of 2.2 and 2 dB, respectively. Thus, the traffic noise increases would result in substantial increases (i.e., 2 dB or greater). The increase in traffic along the segments of SR 267 immediately south of I-80 and Brockway Road immediately west of SR 267, both of which currently exceed 65 dB CNEL, would result in increases of 1.9 and 1.8 dB, respectively. Therefore, the traffic noise increases along these two roadway segments would also result in substantial increases (i.e., 1 dB or greater). GPU Policies SN-8.1 and SN-8.3 would require noise-generating development and new noise sensitive uses to be evaluated and include implementation of noise control measures to reduce noise levels to acceptable levels when necessary. Noise control measures to address incremental increases in traffic noise identified through the studies required by Policy SN-8.1 may include increased vegetation, roadway pavement improvements and maintenance, and site and building design features. Additionally, GPU Policy SN-8.4 would require the implementation of noise reduction measures and design strategies to minimize noise exposure consistent with the Town's noise standards. GPU Policy SN-8.5 enforces noise insulation standards consistent with California Title 24, which requires an interior noise standard of 45 dB CNEL. GPU Policy SN-8.8 requires the implementation of noise reduction measures to meet noise standards identified in Table SN-1 (presented as Table 4.13-9, above) or incremental traffic noise standards according to the FTA Guidelines from transportation noise sources. GPU Policy SN-8.9 would encourage the implementation of noise reduction measures associated with vehicle and diesel equipment such as the use of alternative road surfacing materials. Furthermore, GPU Policies SN-8.10 and SN-8.11 would encourage State and Federal efforts to reduce noise from motor vehicles through infrastructure improvements and legislation. GPU actions have been identified to support the GPU policies detailed

above. GPU Actions SN-8.B, SN-8.C, and SN-8.D would amend the Development Code to align with policies established in the GPU. Implementation of these policies and programs would ensure that future development with the potential to exceed acceptable noise compatibility standards would be thoroughly evaluated and that appropriate sound attenuation techniques would be implemented on a case-by-case basis. Depending on the nature of future development and the location and source of noise, sound attenuation techniques may include site design to shield noise-sensitive uses from noise or special building standards to reduce interior noise. Although these GPU policies and actions would reduce the potential for noise levels to exceed Town standards, future project-specific components and the details of all development under GPU implementation cannot be known at this time, including project-specific traffic noise increases, exposure of existing development to project-specific traffic noise increases, and the project-specific feasibility and effectiveness of noise attenuation measures (e.g., setbacks, building insulation, sound barriers). Therefore, due to the programmatic nature of this analysis, it is not possible to conclude that existing and new development related to the build out of the GPU would meet noise standards in relation to traffic noise. Therefore, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Therefore, because there may be cases where discretionary development would result in project-generated traffic noise above the Town standard, and such project-generated noise may not be able to be feasibly minimized, implementation of the GPU could result in a substantial noise level increase that would exceed Town standards at existing noise-sensitive receptors, this impact would be significant and unavoidable. (Draft EIR, pp. 4.13-32 through 4.13-35.)

3. Railroad Noise

Threshold: Would the Project Expose New Sensitive Land Uses to Railroad Noise Levels in Excess of the Land Use Compatibility Standards for Community Noise Environment Identified in the Proposed Safety and Noise Element?

Finding: Significant and unavoidable. (Draft EIR, p. 4.13-35.)

Explanation: The GPU does not propose new railroad infrastructure, nor would the GPU be expected to substantially increase demand for rail transportation that would result in the development of new transit uses within the town. As detailed in Chapter 3, "Project Description," the GPU guides the pattern of future growth and development; however, it does not promote the growth of the town's population to a specific level. The town is expected to experience a population increase of 3,700 residents between 2018 and 2040 (see Table 3-3). The population growth anticipated through the planning horizon is not anticipated to generate substantial new demand for railroad service; and thus, the GPU would not result in an increase in railroad noise and vibration. Currently, one daily Amtrak passenger train (California Zephyr line) in each direction serves the town (Amtrak 2022) and it is assumed that the number of freight trains and

associated noise is consistent with that which was analyzed for the Town of Truckee 2025 General Plan Noise Element. Thus, for the purposes of this analysis it is assumed that the noise measurements collected and the reference noise level disclosed in the 2025 General Plan Noise Element are representative of existing noise levels generated by the railroad. As disclosed in the 2025 General Plan Noise Element, the noise level at a distance of 100 feet from the railroad, is approximately 76 dB CNEL. This noise level includes all noise associated with the railroad, including the trains themselves, and their whistles (Town of Truckee 2006). Table 4.13-13 provides the aforementioned reference noise level for railroad noise attenuated to distances at which the 70 dB, 65 dB, and 60 dB CNEL contours would occur. Noise-sensitive receptors within approximately 630 feet of the rail line could be exposed to noise levels above the Town's standard of 60 dB CNEL for outdoor noise levels (see Appendix D). The GPU designates residential land uses along rail lines throughout the town; and thus, could expose land uses to railroad noise above the town's exterior noise standards detailed in the noise compatibility standards (see Table 4.13-9, above). GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis to meet the Town's noise standards. GPU Policy SN-8.3 would discourage the location of new noise-sensitive land uses in areas with noise exposure exceeding "normally acceptable" levels. GPU Policy SN-8.5 would enforce California Title 24 Noise Insulation Standards, which require that residential units do not exceed an interior noise level of 45 dB. GPU Policy SN-8.8 considers potential noise impacts when evaluating new developments for transportation noise sources and requires the incorporation of noise reduction measures when needed to meet noise compatibility standards. Finally, GPU Policy SN-8.12 would encourage UPRR to reduce noise from its rail operations, while GPU Action SN-8.G would support this communication. However, given that specific receptor types and their proximity to existing rail alignments are unknown, it is possible that new receptors would be located within distances to rail that could expose them to noise levels that exceed the applicable noise standard for the respective land use type. Therefore, this impact would be significant. GPU Policy SN-8.1 would require new development to meet the Town's noise compatibility standards and apply all feasible noise reduction measures identified by an acoustical analysis to meet the Town's noise standards. Therefore, no additional mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Therefore, due to uncertainties regarding the ability for the aforementioned policies and actions to reduce rail noise impacts, the fact that projects unable to meet the Town's noise compatibility standards could still be approved and built, and because there are no additional feasible mitigation measures to reduce this impact to less than significant, this impact would remain significant and unavoidable. (Draft EIR, pp. 4.13-35 through 4.13.36.)

4. Groundborne Vibration

Threshold: Would the Project Generate Excessive Groundborne Vibration or Groundborne Noise Levels?

Finding: Significant and unavoidable. (Draft EIR, p. 4.13-35.)

Explanation: Based on the noise policies and standards in the Town's Municipal Code, and Caltrans and FTA vibration standards, the effects of the GPU are identified based on whether implementation of the GPU would result in short-term construction vibration or expose new sensitive land uses to long-term operational vibration sources. Short-term construction effects and exposure of new receptors to operational sources of vibration are evaluated separately below.

Construction: Construction-related vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Vibration can also be a source of annoyance to individuals who live or work close to vibration generating activities. The GPU would encourage infill development, potentially resulting in construction vibration near existing sensitive land uses. Table 4.13-14 includes reference vibration levels for construction activities that generate the highest levels of vibration. Additionally, like construction noise, vibration levels would be variable depending on the type of construction project and related equipment use. Typical construction activities, such as the use of jackhammers, blasting, other high-power or vibratory tools, compactors, and tracked equipment, may generate substantial vibration near the source. Activities involving pile driving and blasting tend to generate the highest levels of vibration, and, thus, these activities tend to result in construction related impacts more frequently than other construction activities (FTA 2018). When pile driving occurs for building construction, several piles requiring multiple blows could occur in a given day; thus, this analysis conservatively applies the FTA criterion of 65 VdB for frequent events to evaluate vibration impacts. For less frequent activities other than pile driving, the 80 VdB threshold was used for disturbance to sensitive receptors and the Caltrans 0.2 PPV in/sec criterion is used to evaluate structural damage. When evaluating construction-related vibration impacts, the activities with the greatest potential to cause impacts (structural damage or disturbance to sensitive land uses) are the primary focus. As discussed for Impact 4.13-1, specific construction activities, proximity of equipment to structures and sensitive land uses, and specific duration of individual construction projects are not known at this time; therefore, this analysis evaluates the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction. Blasting is generally conducted to remove rock outcroppings and not used for typical building construction or demolition in urban settings. Thus, of the vibration-generating equipment shown above, pile driving is the activity that has the greatest potential to result in impacts because it could potentially be used during construction of new residential, commercial, or other land uses under the GPU, as well as other infrastructure associated with development. Not all construction activity under the GPU would involve pile driving; thus, this analysis also evaluates vibration levels resulting from construction activities that do not involve pile driving. For construction activities involving pile driving, based on FTA's recommended procedure for applying propagation adjustments to reference levels for a typical pile driver, vibration levels could exceed the

threshold of significance for disturbance to a sensitive land use within 919 feet of construction activities and could exceed the threshold of significance for structural damage within 100 feet of construction activities. For construction activities that would not involve pile driving, a dozer or a roller is generally the equipment that causes the highest vibration levels. Using a reference vibration level for a dozer and applying standard propagation adjustments, vibration levels from construction activity without pile driving could exceed the threshold of significance for disturbance to a sensitive land use within 43 feet of construction activities and could exceed the threshold of significance for structural damage within 15 feet of construction activities. See Appendix D for modeling inputs and results. The Town's time-of-day construction limitations (i.e., Policy SN-8.13) would avoid vibration-related disturbance during more sensitive hours of the day; however, due to the level of anticipated development throughout the Town, the lack of knowledge involving specific construction activities, and their proximity to sensitive receptors, the possibility remains for construction activities that generate vibration to occur within distances identified above, resulting in disturbance to sensitive land uses or structural damage. For this reason, the impact would be potentially significant.

Rail: As discussed in Section 4.13.2, "Environmental Setting," the UPRR line bisecting the town from east to west supports freight and passenger train service. Placement of new receptors near existing or future planned rail right-of-way could expose people to substantial vibration levels, depending on the proximity to rail alignments and depending on the type of rail and daily frequency of service. As shown in Chapter 3, "Project Description," the GPU's Land Use Diagram (Figure 3-4) depicts the desired outcome of land use development for the future of the town. To evaluate the potential for vibration impacts, FTA's General Vibration Assessment Impact Criteria were applied (FTA 2018). Regarding rail vibration, it is rare for operations to cause substantial or even minor cosmetic damage to buildings. Further, newer building construction would not be nearly as susceptible to damage as older structures; therefore, structural damage to new development from rail operations is not discussed further. This impact focusses on disturbance to new sensitive land uses from existing rail operations. Based on FTA impact criteria for infrequent events (i.e., fewer than 30 events per day,) residences and buildings where people normally sleep would be exposed to substantial vibration levels if the significance threshold of 80 VdB were to be exceeded. Furthermore, as discussed above, it is not anticipated that rail activity would substantially increase due to implementation of the GPU. In accordance with FTA guidance, locomotive powered passenger and freight rail generates 80 VdB at approximately 80 feet from the track centerline (FTA 2018: Figure 6-4.) Therefore, new residential receptors located within 80 feet of from the track centerline could be exposed to levels of vibration exceeding the threshold of 80 Vdb for human response. GPU Policy SN-8.7 would aim to reduce potential impacts associated with rail operations for developments proposed within 200 feet from the centerline of the railroad tracks. If potential groundborne vibration impacts are identified, it would be required that all feasible mitigation would be implemented. GPU Action SN-8.A would amend the Development Code

in support of GPU Policy SN-8.7 ensuring all vibration-sensitive uses and buildings are sited at least 200-feet from the centerline of the railroad tracks. Although there is potential for buildout of the proposed land use diagram to result in noise-sensitive uses near the railroad track, implementation of proposed Policy SN-8.7 and Action SN-8.A would address this through a required setback for noise-sensitive uses.

Conclusion: Implementation of GPU Policy SN-8.13 would require that vibration generating construction activities do not occur during sensitive times of the day (i.e., late evening through early morning). However, at this programmatic level of analysis it is not possible to conclude that vibration levels in all locations associated with all future development under the GPU would be reduced to acceptable levels; thus, there could be future development that results in vibration levels that cause human annoyance in relation to construction activities. Implementation of GPU Policy SN8.7, which would require project-specific vibration analyses to evaluate vibration exposure from nearby railroad tracks, would ensure that new sensitive receptors located in proximity to transit would be evaluated for potential levels of vibration exceeding Town standards. Because specific receptor type and proximity to transit is unknown, it cannot be determined whether new development would achieve acceptable vibration levels in all locations. Implementation of Policy SN-8.20 would require the construction contractor to minimize vibration exposure to nearby receptors by locating equipment far from receptors, phasing operations (total vibration level produced could be significantly less when each vibration source is operated at separate times), and predrilling holes for potential piles. These vibration control measures would result in compliance with recommended levels to prevent structural damage. However, while these measures would substantially lessen human annoyance resulting from vibration levels, at this programmatic level of analysis it is not possible to conclude that vibration levels in all locations associated with all future development under the GPU would be reduced below human annoyance levels; there could be future development that results in vibration levels that cause human annoyance. As a result, this impact would be significant and unavoidable. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.13-35 through 4.13-40.)

K. TRANSPORTATION / TRAFFIC

1. VMT

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b)?

Finding: Significant and unavoidable. (Draft EIR, p.4.17-38.)

Explanation: Potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) is determined based on whether the proposed project would achieve a 15 percent reduction in VMT per service population at buildout, as compared to existing conditions. The Town of Truckee TransCAD transportation model was used to forecast the change in VMT associated with buildout of the GPU. Geographically, this transportation model covers the Town of Truckee as well as the nearby areas of unincorporated Placer County and unincorporated Martis Valley. As stated in Section 15151 of the State CEQA Guidelines, evaluations presented in an EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. Thus, as stated in the OPR Technical Advisory, lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. Therefore, the VMT analysis must include the entire length of trips which cannot be truncated at the boundary of the Town of Truckee TransCAD transportation model. To capture the full VMT associated with trips that extend beyond the model area, the model forecasts were combined with cellphone-based data (StreetLight) to identify and incorporate full trip lengths into the VMT estimates. The resulting VMT forecasts are shown in Table 4.17-10. As shown in Table 4.17-10, with implementation of the GPU it is anticipated that a 10 percent reduction in VMT per service population would occur as compared to existing conditions. However, while the Town of Truckee TransCAD transportation model is a calibrated tool that assesses roadway and land use plans to forecast traffic volumes, it does not reflect future changes in non-auto modes such as improvements in transit services and bicycle/pedestrian facilities which could further reduce VMT per service population. The proposed GPU includes an extensive list of goals, policies, and action items that would improve non-auto modes. For example, several policies promote trails and bikeways that could reduce automobile use, including Policies M-2.1, M-2.2, M-2.3, and M-4.1. In addition, through implementation of Action M-2.1, the Town would identify and implement new pedestrian and bicycle facilities beyond those identified in the Trails and Bikeways Master Plan and Downtown Streetscape Plan. The GPU also includes policies intended to improve the functionality of existing services, such as first-last mile solutions that connect passengers between transportation modes (Policy M-3.4) and collaborating with regional partners to expand the provision of inter-regional transit services (Policy M-3.11). The Town would also work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the town (Action M-3.H). Through Policy M-1.3, the Town would apply the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies to subsequent development projects. Based on Town of Truckee VMT guidance, a project that is inconsistent with the Truckee General Plan Land Use Forecasts or results in a daily VMT per Unit of Development (such as thousand square feet of floor area, lodging

or residential units, etc.) is greater than 85% of the town-wide average is considered to have a significant VMT impact and would require mitigation. Further, Policy M6.3 states that the Town will develop a VMT mitigation fee program to mitigate impacts associated with new development within the Town boundaries. The Downtown Plan also contains policies intended to reduce VMT. For example, Policies LU-RC-1 and LU-RY-5 require the construction of new bicycle and pedestrian facilities and connections within the Town. Additionally, Policies M-2, M-PB-5, M-PB-1, M-PB-2, M-PB-3, M-P-1, M-B-1, M-B-2, M-B-3, M-B-4, and M-B-5 encourage and prioritize the development of a more connected, safe, and efficient bicycle and pedestrian network throughout the Town. Further, Policies M-T-2, M-T-3, and M-T-4 would improve and expand transit service within the town. Bicycle, pedestrian, and transit infrastructure improvements are effective and commonly applied VMT reduction strategies; and thus, would likely result in associated VMT reductions. The range of potential VMT reductions that could occur with implementation of the policies and actions in the GPU are identified in the NCTC's Senate Bill 743 Vehicle Miles Travelled Implementation report prepared by Fehr and Peers and shown in Table 4.17-11, below. As shown in Table 4.17-11, VMT reducing strategies vary widely in effectiveness and individual strategies provide a wide range in potential VMT reduction. The effectiveness of VMT reduction measures is highly dependent on geography, travel demand patterns, and the details of a particular improvement measure. Thus, based on the policies and actions proposed in GPU detailed above, VMT reductions could range from 0.6 percent up to 15 percent, with a median of roughly 7 percent. Further, the quantification of VMT reduction associated with the policies detailed above do not account for the additional VMT reduction that could be realized with implementation of GPU policies M-1.2 and M-1.3 which would expand the use of transportation demand reduction measures including discounts, rewards, and parking cash out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working; and encourage major regional traffic generators and employers with more than 50 employees to develop and implement trip reduction measures and increased use of transit (both public and private), respectively. Actions M-1.A, M-1.C, and M-1.D would support policies M-1.2 and M-1.3. Additionally, the GPU would also require VMT mitigation as part of project approval, which could result in additional VMT reductions associated with land development. Action M-1.B would ensure that all appropriate and feasible mitigation measures are implemented for new projects that cannot adequately reduce VMTs to acceptable standards. This action would also implement a program to monitor effectiveness of VMT mitigation measures in projects and adjust mitigation through adaptive management plans, if needed. The combination of VMT-reducing land use patterns, goals, policies, and actions under the GPU could potentially achieve a 15 percent reduction in VMT per service population as compared to existing conditions. As shown in Table 4.17-10, with implementation of the GPU it is anticipated that a 10 percent reduction in VMT per service population would occur as compared to existing conditions. It is likely that the goals, policies, and actions under the GPU (which are not captured by the modeling) would reduce VMT per service population by an additional 5 percent. Additionally, implementation of Action M-1.G would seek to

ensure that the required reduction in VMT per service population would be achieved through Town-wide monitoring as the GPU is built out, and the implementation of additional VMT reduction measures if the target is not being achieved. However, existing evidence indicates that the effectiveness of VMT reduction strategies can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Therefore, the degree of effectiveness of the proposed VMT reducing policies and actions contained within the GPU cannot be guaranteed. Due to the uncertainty associated with the degree of effectiveness of the proposed VMT-reducing policies and actions contained within the GPU and the fluctuation in VMT related to unforeseen and/or uncontrollable factors (e.g., pandemic, gas prices, economy), it cannot be guaranteed that Action M-1.G would ensure that VMT would be reduced by the required percentage. Therefore, this impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU and Downtown Truckee Plan. For the vast majority of development projects implemented under the GPU, compliance with existing state and federal regulations, as well as compliance with proposed GPU policies and actions would minimize potential to exceed VMT thresholds; however, due to the level of uncertainty regarding the specific project types and the lack of detailed development plans at this programmatic level of analysis, it cannot be concluded with certainty that all impacts would be minimized below the threshold of significance for total growth under the GPU. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.17-38 through 4.17-41.)

L. TRIBAL CULTURAL RESOURCES

1. Tribal Cultural Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code section 5024.1?

Finding: Significant and unavoidable. (Draft EIR, p. 4.18-7.)

Explanation: As part of the 2013/2014 legislative session, AB 52 established a new class of resources under CEQA, tribal cultural resources, and requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead

agency determines that the application for the project is complete. As detailed above, the Town sent letters to the affected tribes on February 23, 2022, in compliance with AB 52. Consultation with UAIC included UAIC conducting a search of their THRS database. The THRS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center as well as historic resources and survey data. However, because this is a programmatic document and the exact location of subsequent projects is not known, specific tribal cultural resources as defined under PRC Section 5024.1(c) were not disclosed. UAIC also requested mitigation measures to include tribal monitoring. These are included below. The Community Character Element includes Policy CC-4.1. This policy would require assessment of discretionary development site where ground disturbance would occur. Where there is evidence of tribal cultural resources or there is determined to be a high likelihood for the occurrence of such sites, Policy CC-4.1 indicates that the Town will require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe. Policy CC-4.8, which encourages the preservation, protection, and mitigation for impacts to tribal cultural sites under AB 52. Subsequent discretionary projects may be required to prepare site-specific project-level analysis to fulfill CEQA requirements, which may include additional AB 52 consultation that could lead to the identification of tribal cultural resources. Although no resources within the policy area have been identified as meeting any of the PRC Section 5024.1(c) criteria, it is possible that tribal cultural resources could be identified during analysis of subsequent projects. California law recognizes the need to protect tribal cultural resources from inadvertent destruction and the procedures for the treatment of tribal cultural resources are contained in PRC Section 21080.3.2 and Section 21084.3 (a). Nevertheless, avoidance of tribal cultural resources may not be possible in all cases. The possibility remains that excavation activities might not be able to avoid impacting significant tribal cultural resources. Because California Native American Tribes consider any disturbance of a tribal cultural resources to be a substantial adverse change, this would be a significant impact. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact remains significant and unavoidable. (Draft EIR, pp. 4.18-7 through 4.18-8.)

M. WILDFIRE

1. Pollutant Concentrations

Threshold: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to,

pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

Finding: Significant and unavoidable. (Draft EIR, p. 4.20-14.)

Explanation: The proposed GPU would accommodate growth in Truckee, in the form of residential development, commercial areas, industrial centers, schools, and civic uses. As shown in Figure 4.9-5, much of Truckee is subject to wildland fire hazards. While most of the growth within the town would occur within existing developed areas, the growth has the potential to increase the threat of wildland fires on human populations and property, as development may be located closer to and within Very High FHSZs. New growth and development within the town may expose additional people and structures to a significant risk of loss, injury, or death involving wildland fires. In addition, increased growth may result in an increased demand for fire protection services and increased demand on the existing water supply. In the event of a major wildland fire, the availability of fire response staff or adequate response times, or infrastructure constraints such as insufficient water supply, may also contribute to an increased risk of wildland fire hazards and ignition risks. These wildland fires would in turn expose Town residents to harmful pollution concentrations in the form of wildfire smoke. Furthermore, the increased risks in the town are particularly pronounced in certain parts of the community where homes are located within areas of dense vegetation and forest land, and where steep slopes and other similar conditions exist. Areas with steep slopes, such as those around Donner Lake, in the Tahoe Donner area, and the open space areas north of I-80, have increased risk of wildfire impacts. Areas in the town with steep slopes are at increased risk of wildfire and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. In addition to the risks to people and property posed by the actual wildland fire, the smoke generated by wildland fires exposes town residents to harmful pollution concentrations and would do so in the future. This pollution is exacerbated in California by weather conditions prevalent during the peak period of wildfire risk, such as prevailing winds. Smoke particles vary in size, but up to 90 percent of wildfire smoke consists of fine particles (i.e., particulate matter less than 2.5 microns in size [PM_{2.5}]) (CARB et al. 2019). Sudden increases in PM_{2.5} levels caused by wildfire smoke can particularly affect vulnerable populations such as children and the elderly. A broader analysis of project air quality impacts is presented in Section 4.3, "Air Quality." In addition to potentially exposing people to loss, injury, or death and damage to property, development of areas susceptible to wildfire could exacerbate the fire risk by introducing anthropogenic influence (i.e., people and associated activities), into fire-prone open space. Human-caused wildfires tend to be generated by activities such as debris and brush-clearing fires, electrical equipment malfunctions, campfire escapes, smoking, fire play (e.g., fireworks), vehicles, and arson. As described in the TFPD CWPP, local governments can help reduce the effects of human development in areas of wildfire risk through proper land use management and zoning. Any development or redevelopment that occurs within a Very High FHSZ would be obligated to conform to the statutory

and regulatory requirements discussed in 4.20.1, "Regulatory Setting." These include specific fire code requirements and fire-resistance measures required for new structures. As part of the Town of Truckee's Standard Condition for Fire Protection Services, all zoning clearances, development permits, and use permits in the town must comply with all applicable TFPD ordinances, including fuel clearance requirements adopted as part of TFPD Ordinance 2-2012, which sets forth defensible space requirements within all areas of the district. The provision of defensible space would create a separation zone between wildlands and structures. The existing regulations, such as the CBC, CFC, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects (see "2040 General Plan Update," above). For example, Policies SN-2.1 through SN-2.12, SN-3.7, and SN-6.1 through SN-6.7 and Actions SN-2.A through SN-2.H and SN-6.A through SN6.H would further reduce impacts. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and post-disaster rebuilding ordinance. Policy SN-2.2, specifically, would require future development to comply with fire safe requirements. These policies would reduce the potential for uncontrolled spread of wildfire within the town. Compliance with existing regulations and the GPU policies and actions would substantially reduce risks from wildland fires in Very High FHSZs by requiring specific design features for new development and by requiring that adequate emergency response is in place to serve new development when wildfires occur. In addition, compliance with existing regulations and the GPU policies and actions would reduce risk of wildfire, ignition, and the exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. As noted above, the GPU includes 12 unique policies intended to support the goal of reducing risks associated with wildfire. In addition, the GPU proposes eight actions (seven new and one ongoing) to manage the existing wildfire risk. These include updating the Development Code to meet or exceed the State Minimum Fire Safe Regulations for all projects in the Very High FHSZ (Action SN-2.A); working with state and local partners to actively reduce fuel, ignition sources, and risks (Actions SN-2.B, SN-2.C, SN-2.C, and SN-2.F); and updating landscaping standards to prohibit flammable landscaping materials (Action SN-2.E). These aspects of the GPU would substantially limit the potential for future development to exacerbate the existing wildfire hazard. . The implementation of the GPU policies and actions identified above and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," would reduce the risk of wildfire and the associated potential for exposure of residents to uncontrolled wildfire spread and to harmful pollutant concentrations in the form of wildfire smoke. However, it cannot be concluded that wildland fire risks and the risks associated with

wildfire smoke pollution would be reduced to less than significant in all locations for all future development within the town given the large area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and the lack of precision regarding location of future development within the town. This impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp. 4.20-14 through 4.20-16.)

2. Infrastructure Risks

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

Finding: Significant and unavoidable. (Draft EIR, p. 4.20-16.)

Explanation: Truckee2040 would establish the Town's policy to accommodate population growth through the planning horizon. This growth is anticipated to result in infrastructure upgrades, including utilities (see Section 4.19, "Utilities and Service Systems") and transportation improvements (see Section 4.17, "Transportation"). Where these infrastructure upgrades occur within the town boundary, the environmental effects, including the potential to exacerbate wildfire hazard, are evaluated programmatically throughout this EIR. For example, fuel breaks are part of the project (Policy SN-2.6). Utility infrastructure outside of the town boundary, such as power lines that pose a risk of spark as a result of downed lines, direct contact with vegetation, and line faults and equipment failures, would continue to be constructed and operated by utility companies, subject to the oversight of the California Public Utilities Commission. Historically, utility equipment has ignited several fires within California (Luna 2019). Utility companies are obligated to manage and maintain the lines to reduce the potential for wildfire. This includes clearing vegetation near the power lines and may include operating provisions to temporarily stop power during high winds where the fire danger is high. Development allowed under the GPU would be required to comply with the applicable provisions of the CBC and CFC. Future developments utility infrastructure would also be subject to the requirements established in the PRC, including Section 4292, which requires clearing of flammable fuels for a minimum 10-foot radius from the outer circumference of poles and towers; and Section 4293, which sets basic requirements for clearances around electrical conductors. Furthermore, the future projects would be required to meet vegetation clearance requirements outlined in Title 14, Section 1104.1(d) of the California Code of Regulations for single

overhead facilities, and in CPUC GO 95 requirements for overhead utility lines in high-fire-threat areas. Through Policy SN-2.13, the Town would coordinate with utility companies to develop strategies to avoid the ignition of fires from utility equipment and ensure companies are complying with regulations to minimize risk of wildfires. Construction and operation of utilities to serve the growth in the town is not anticipated to substantially exacerbate fire hazards in the region. Moreover, there is no evidence that implementation of the project would require substantial infrastructure upgrades beyond those planned by the respective utility providers. New and expanded infrastructure required to serve potential development would largely be located within the policy area. The potential for this infrastructure to exacerbate wildfire risk within the town is evaluated herein as a component of the project. The effects that this infrastructure could have on the environment are evaluated throughout this EIR and specifically in Section 4.19, "Utilities and Service Systems." Adherence to existing state and local fire protection regulations and the GPU policies and actions, would reduce impacts. The potential to exacerbate fire risks associated with development would be substantially lessened through adherence to existing state and local regulations, such as regulations requiring the use of best management practices (BMPs) for fire prevention. In addition, GPU Policies SN-2.1 through SN-2.12, SN-3.7 and SN-6.1 through SN-6.7, and Actions SN-2.A through SN-2.H and SN-6.A through SN-6.I would further reduce impacts within the town. However, there is a potential for fires to be ignited from utility equipment within and outside the town. Implementation of the proposed GPU policies and actions and compliance with existing regulations as identified in Section 4.20.1, "Regulatory Setting," above, would reduce potential risks associated with infrastructure. However, the Town does not have jurisdiction and authority over utility equipment within and outside the town to ensure the utility companies follow existing regulations. In addition, it cannot be guaranteed that the town would not experience a wildfire risk associated with utility equipment given the large area within the town considered at high risk for wildland fires; the level of uncertainty regarding the location, frequency, and severity of future wildfires; and historical risks of fires ignited from utility equipment in California. This impact would be significant. No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp. 4.20-16 through 4.20-17.)

3. Runoff Risks

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

Finding: Significant and unavoidable. (Draft EIR, p. 4.20-17.)

Explanation: The majority of the town is within a Very High FHSZ and at risk for wildfires. The GPU plans more intense development within the town than existing conditions to accommodate future population growth and state housing laws. Therefore, there is a potential that an increased number of people and structures would be exposed to downslope or downstream risk from flooding and landslides following the event of a wildfire. As described in Section 4.10, "Hydrology and Water Quality," topographically lower areas adjacent to waterbodies experience hazards associated with floods. Although the hazard is not substantial under typical conditions, wildfires can reduce or destroy vegetation coverage which can reduce infiltration and increase runoff, cause changes in hill slope conditions, and cause changes in channel conditions, such as erosion. When winter rains begin and high precipitation events occur, debris flow (also referred to as mud flow) may occur. Areas in the town with steep slopes are at increased risk of wildfires and postfire debris flow, including the ridges and hillsides north and west of downtown, the ridges north of Gateway and north and west of Donner Lake, and areas around Alder Hill. The threat of landslides and debris flows in Truckee are minor and a nuisance rather than major events (Town of Truckee 2022). As described in Section 4.7, "Geology and Soils," compliance with the California Building Code, the Town of Truckee Development Code, and the policies in the GPU are anticipated to address hazards associated with unstable soils. Existing regulations would help reduce the risks to people and structures associated with wildland fires. Addressing the potential for wildfire to occur is an effective means of reducing the potential that downstream flooding or landslides would result from subsequent runoff, post-fire slope instability, or drainage changes. As described above in Impact 4.20-2, existing regulations, such as the CBC, CFC, and the Town of Truckee's Standard Condition for Fire Protection Services, would help reduce the risks to people and structures associated with wildland fires. The GPU also includes several policies and actions intended to further reduce wildfire risk impacts and require project-level environmental review and mitigation for significant effects. These policies and actions include measures such as requiring defensible space, preparation of a fire protection plan for new development, requiring installation of fire-resistant vegetation, removal of invasive species, controlled burns, reduce ignition sources, design and siting requirements, wildfire hazard and smoke education, emergency operations plan, local hazard mitigation plan, community wildfire protection plan, emergency planning, and a post-disaster rebuilding ordinance. These policies would reduce the potential for uncontrolled spread of wildfire within the town. In addition, pursuant to GPU Policy SN-3.7, areas burned in wildfires would be restored by planting native vegetation cover or encouraging the regrowth of native species to aid in control of storm water runoff and minimize potential for landslides. In summary, although flooding and landslide hazards are not currently substantial in the policy area, because the town is considered at high risk for wildland fires and is located near steep slopes, people or structures could be exposed to a significant risk of flooding or landslide if a wildfire removed vegetation and exposed soils on those slopes. In addition, dead and woody vegetation could block an existing watercourse following a wildfire that would increase the risk of flooding. The implementation of proposed GPU policies would address the potential for

wildfires that would trigger these secondary effects and, in the event of a major fire, GPU Policy SN-3.7 would reduce potential for postfire risks associated with downslope or downstream flooding. However, given the level of uncertainty regarding the location, frequency, and severity of future wildfires, impacts would be significant. Mitigation Measures No additional feasible mitigation measures are available to reduce impacts beyond compliance with the policies and actions in the proposed GPU. Additional measures to minimize unique, project-specific impacts may be able to be identified at the time of environmental review for these individual projects; however, the measures cannot be identified at this time, nor can the Town guarantee that such measures will, in fact, be available and feasible for all project scenarios. Therefore, the impact would remain significant and unavoidable. (Draft EIR, pp. 4.20-17 through 4.20-18.)

SECTION IV. **CUMULATIVE IMPACTS**

Regarding the Project's potential to result in cumulative impacts, the Planning Commission hereby finds as follows:

A. CUMULATIVE AESTHETICS IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-5.)

Explanation: Changes to visual resources associated with projected development under the GPU are analyzed in Section 4.1, "Aesthetics." Effects on scenic resources generally occur at the interface between development and the scenic resources. For this reason, they tend to be localized. As described in Section 4.1, impacts would be less than significant at the town scale due to the existing and proposed restrictions on development within designated scenic corridors, implementation of GPU policies and implementation actions related to scenic resources, and compliance with Specific Plan and Master Plan policies that protect scenic resources. With regard to the visual environment experienced throughout the cumulative impact analysis area, as planned cumulative development occurs over time the overall visual environment would change. Whether this overall change in land use is experienced as an adverse or beneficial outcome is highly subjective. However, the combination of forecasted development in the cumulative impact area may result in a different visual environment than currently exists. The incremental effects of the GPU related to scenic resources, visual character and quality, and light and glare would not combine with development that would occur as a result of forecasted growth in adjacent areas to produce cumulatively considerable impacts because adjacent jurisdictions, including incorporated cities and adjacent counties, have general plan policies, zoning, and other ordinances or regulations in place to protect scenic resources and limit light and glare within their jurisdictions. Projected growth within these jurisdictions would be required to comply with applicable regulations pertaining to scenic resources and light and glare. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur.

Cumulative impacts would be less than significant. (Draft EIR, pp. 5-5 through 5-6.)

B. CUMULATIVE AGRICULTURE AND FOREST RESOURCES IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-6.)

Explanation: The cumulative impact area includes vast forested land, much of which is managed by the United States Forest Service (USFS). There is not a cumulative impact related to loss of forest land. Implementation of the GPU would not convert any land designated as Open Space that includes forest land. Any tree removal associated with future development as part of the GPU would be required to comply with existing regulations and the GPU policies that are protective of forest land and the environment. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant. (Draft EIR, p. 5-6.)

C. CUMULATIVE AIR QUALITY IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-6.)

Explanation: Air quality impacts are assessed at the air basin level. The Town of Truckee is located in the MCAB, which encompasses all of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa Counties, as well as the middle portion of Placer County and the western portion of El Dorado County. Thus, the MCAB and the regions that affect air quality within the town define the geographic context and the impacts identified in Section 4.3, "Air Quality," are inherently cumulative. The region is currently in nonattainment for emissions of ozone precursors (reactive organic gases [ROG] and oxides of nitrogen [NOX]) and respirable particulate matter (PM10). Cumulative development in the region will continue to increase the concentration of pollutants from construction activities, traffic, natural gas combustion in buildings, area sources, stationary sources, and mining activities. The analysis in Section 4.3 determined that the project, in combination with foreseeable development in the MCAB, would contribute to future concentrations of ROG, NOX, and PM10 that exceed the daily emissions thresholds established by Northern Sierra Air Quality Management District (NSAQMD). Implementation of the policies identified in Section 4.3 would require construction contractors to utilize the most efficient engines available, which reduce emissions of ROG, NOX, and PM10. The project's mitigated short-term construction emissions would exceed significance thresholds; and the condition would worsen when combined with other foreseeable development in the region. Operation of projects consistent with the GPU and Downtown Truckee Plan could also contribute to air quality impacts. The GPU policies encompass all feasible program-level operational emissions reduction measures. However, these measures but cannot be assumed to be sufficient to reduce operational emissions to meet the NSAQMD thresholds. Although there could be additional project-specific mitigation measures to reduce long-term operational generated emissions of air pollutants to levels below the NSAQMD's

thresholds of significance, the nature, feasibility, and effectiveness of such project-specific mitigation cannot be determined at this time. Emissions of ROG, carbon dioxide (CO₂), PM₁₀, and fine particulate matter would increase due to the introduction of new residential, commercial, and industrial development. The GPU's contribution to this cumulatively significant air quality impact would be cumulatively considerable. Furthermore, buildout of the project could generate toxic air contaminants (TACs) or result in an increased exposure of existing or planned sensitive land uses to stationary or mobile-source TACs that would exceed applicable health based standards. Implementation of Policy COS-8.7 would require future project applicants to conduct project-level health risk assessments to evaluate project-level emissions of TACs from construction and/or operational activity. While this is a localized impact, cumulative development adjacent to the policy area and elsewhere in the MCAB could result in increased operational TAC emission sources. This would be a cumulatively significant impact. The GPU's contribution to this cumulatively significant impact would be cumulatively considerable. Finally, buildout of the project would result in the potential for increased exposure of sensitive receptors to odorous emissions. However, there is not an adverse cumulative odor impact in the MCAB and the potential for a significant odor impact within the town would not contribute substantially to a cumulative impact. No additional feasible mitigation measures are available to reduce impacts. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, pp. 5-6 through 5-7.)

D. CUMULATIVE BIOLOGICAL RESOURCES IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-7)

Explanation: Past development in Nevada and Placer Counties has resulted in a substantial conversion of native habitat to other uses, with adverse effect on native plants and animals. Although most future projects proposed in the region would be required to mitigate significant impacts on terrestrial biological resources, in compliance with CEQA, the federal Endangered Species Act, the California Endangered Species Act, and other State, local, and federal statutes, it is possible that the net loss of native habitat for plants and wildlife and open space areas that support important terrestrial biological resources will continue. This would be a potentially significant cumulative impact. The effect of future development under the GPU on biological resources is analyzed in Section 4.4, "Biological Resources." Future development under the GPU could result in adverse impacts on special status species and sensitive habitats, such as riparian habitats, sensitive plant communities, and other sensitive natural communities. Compliance with State law, federal law, and GPU policies and actions would reduce potential impacts of future development under the GPU and require project-level environmental review to evaluate potential impacts on biological resources and mitigate significant impacts on special-status plant and wildlife species. In addition, the GPU includes policies that require reconnaissance surveys for special-status species, specific avoidance and mitigation measures to prevent disturbance or direct loss of these species, and specific compensation requirements if impacts cannot be avoided. Compliance with federal, State, and local laws protecting biological resources, as well as GPU policies and actions would substantially lessen the likelihood of adverse effects on special-status species and sensitive habitats; however, because the exact location of future development is not known, impacts to these resources could still occur and would be significant and unavoidable. The GPU's contribution to this cumulatively significant biological resources impacts would be cumulatively considerable. No additional feasible mitigation measures are available to reduce impacts. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, pp. 5-7 through 5-8.)

E. CUMULATIVE CULTURAL RESOURCES IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-8.)

Explanation: The town includes cultural resources. Impacts to a subsurface archaeological find at one project site are generally not made worse by impacts from another project to a cultural resource at another site. Rather, the resources and the effects upon them are generally independent. However, some archaeological resources could have regional importance, and individual impacts to these resources could collectively result in greater, more adverse impacts. Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural

resources, all adverse effects erode a dwindling resource base. As a result, the potential for cumulative impacts related to cultural resources is cumulatively significant, and the impact would be cumulatively considerable. The impacts of future development under the GPU and Downtown Truckee Plan may be individually significant. Cumulative development in the region would be likely be required to implement mitigation to avoid or reduce impacts that is consistent with the requirements of the GPU and Downtown Truckee Plan. Nonetheless, because of the potential for permanent loss of resources of regional significance or that contribute to the larger cultural landscape, the impacts of the GPU and Downtown Truckee Plan could combine with cumulative impacts to cultural resources in the surrounding counties to create cumulatively significant impacts, and the incremental impact of the GPU would be cumulatively considerable. No additional feasible mitigation measures are available to reduce impacts. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, p. 5-8.)

F. **CUMULATIVE ENERGY IMPACTS**

Finding: Less than significant. (Draft EIR, p. 5-9.)

Explanation: Population growth through the planning horizon would increase energy demand in the greater cumulative impact area, as well as the town. All subsequent discretionary development would be evaluated for consistency with adopted plans to improve energy efficiency or encourage renewable energy. This development would result in increased energy demand and consumption from increased construction activities, vehicle trips, and electrical and natural gas consumption. Market factors, regulations, and policies and actions in the GPU would result in efficient and necessary consumption of energy that is not wasteful. The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant. (Draft EIR, p. 5-9.)

G. **CUMULATIVE GEOLOGY AND SOILS IMPACTS**

Finding: Less than significant. (Draft EIR, p. 5-9.)

Explanation: Geology and soils impacts may be related to increased exposure to seismic hazards; increased risks associated with landslide, soil expansion, and subsidence; and loss of paleontological resources. These effects would occur independently of one another and are related to site-specific and project-specific characteristics and conditions. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant. (Draft EIR, pp. 5-9 through 5-10.)

H. **CUMULATIVE GREENHOUSE GAS EMISSIONS IMPACTS**

Finding: Less than significant. (Draft EIR, p. 5-9.)

Explanation: Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), greenhouse gases (GHGs) have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. Therefore, the impacts discussed in Section 4.8, "Greenhouse Gas Emissions," are also the cumulative effects of implementation of future development under the GPU. The GPU includes a number of policies and programs that would help to reduce GHG emissions in all sectors. However, while evidence demonstrates that the policies and actions of the GPU would support GHG reductions, for several reasons as described in Section 4.8, the future GHG reduction effectiveness of GPU implementation cannot be reliably quantified and compared to the State's post-2030 reductions. As a result, the GPU would result in a significant and unavoidable impact. No additional mitigation or information regarding future available technology advancements or future State plans for achieving post-2030 emission reductions is available at this time that can be further quantified or estimated qualitatively. Thus, the GPU's incremental contribution to cumulatively significant GHG emission effects would be cumulatively considerable. No additional feasible mitigation measures are available to reduce impacts. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, pp. 5-9 through 5-10.)

I. CUMULATIVE HAZARDS AND HAZARDOUS MATERIALS IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-11.)

Explanation: Topics addressed in Section 4.9, "Hazards and Hazardous Materials," are related to the transport, use, or disposal of hazardous materials or hazardous waste; reasonably foreseeable upset and accident conditions; hazardous emissions, particularly near schools; inclusion on a list of hazardous materials sites; proximity to airports; and consistency with emergency evacuation plans. Existing regulations specify mandatory actions that must occur during project development and operation and potential safety issues related to proximity to schools and airports. In addition, impacts related to hazardous materials and safety issues generally occur independently of one another and are related to site-specific and project-specific characteristics and conditions. Because these effects are generally localized, they typically do not combine to result in greater cumulative impacts. Impacts resulting from implementation of the GPU associated with hazards and hazardous materials would be less than significant because Town activities and discretionary development would be required to comply with federal,

State, and local regulations as well as GPU policies and actions that would substantially lessen potential impacts. The incremental effects of the GPU related to hazards and hazardous materials would not combine with development that would occur as a result of other forecasted growth to produce cumulatively considerable cumulative impacts because future projects would also be required to comply with federal, State, and local regulations to minimize hazards and hazardous materials impacts. With implementation of existing regulations, the project's incremental impacts related to hazards and hazardous materials would not be cumulatively significant, and the project would not have a considerable contribution such that a new cumulatively significant impact related to hazards and hazardous materials would occur. The GPU includes policies and actions to address potential for interference with emergency response or evacuation plans, such as requiring future developments to provide multiple ingress/egress points to facilitate emergency vehicle access and mobility. The GPU also recommends the coordination of circulation and development plans with public safety agencies, fire department/districts and emergency service providers. Fire officials take cumulative roadway capacity into account in determining potential effects on evacuation planning. The GPU would not have a cumulative effect on implementation of adopted emergency response or evaluation plans when considered in conjunction with growth anticipated in the greater cumulative impact area. Implementation of the GPU would result in a potentially significant impact from the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Nevada and Placer Counties also contain large areas of high and very high FHSZs and cumulative development in or adjacent to these areas would similarly be exposed to and would exacerbate wildfire risk and wildfire-related adverse effects. Implementation of GPU policies and actions, and compliance with state and federal law would reduce fire hazard risks associated with development to the extent feasible. Implementation of the GPU policies described in Section 4.20 would reduce the contribution of the proposed GPU to cumulative impacts associated with exposure to significant risk from wildfire and development and related activities that might exacerbate the risk of fire with various adverse outcomes. Despite implementation of all feasible policies to address wildfire hazards, existing and proposed development may have impacts related to wildfire and cumulative development in the region would likely result in similar impacts with similar mitigation challenges. As a result, implementation of the GPU would have an incremental contribution to a cumulatively significant wildfire impact, and this impact would be cumulatively considerable. (Draft EIR, p. 5-11.)

J. CUMULATIVE HYDROLOGY AND WATER QUALITY IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-12.)

Explanation: The cumulative setting for hydrology and water quality impacts in the Truckee GPU area is the Truckee River Watershed and the Martis Valley Groundwater Basin. The Truckee River provides water to the City of Reno and cumulative impacts would occur if projected development under the GPU would considerably affect hydrology and water quality. Impacts

associated with this environmental issue area may be related to surface water quality, groundwater quality and quantity, alteration of drainage patterns, and flood hazards. Existing regulations in the Town Development Code specify mandatory actions that must occur during project development, which would adequately address the potential for construction or operation of projects to affect water resources, as noted throughout the impacts discussed in Section 4.10, "Hydrology and Water Quality." Future development would be subject to the National Pollutant Discharge Elimination System (NPDES) MS4 permit and would be required to comply with best management practices (BMPs) in the Development Code; GPU policies related to hydrology and water quality; and the General Construction NPDES permit. New development and redevelopment projects would require implementation of plans that identify and implement a variety of BMPs to reduce the potential for erosion or sedimentation. As a result of compliance with these regulations, impacts associated with individual projects would not be substantial and, in the cumulative scenario, would not combine with impacts associated with other development (which would be subject to similar requirements) within the watershed or groundwater basin to cause an increase in stormwater runoff rates or volumes and would not introduce new sources of surface water and groundwater pollution. Thus, impacts from combined projects in the cumulative impact area are not cumulatively significant, and the impact of the project would not be cumulatively considerable. Cumulative impacts would be less than significant. (Draft EIR, p. 5-12.)

K. CUMULATIVE LAND USE AND PLANNING IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-12.)

Explanation: Land use and planning impacts would occur where there would be physical division of established communities or inconsistency land use plans and regulations adopted to avoid or mitigate environmental effects. There is not a significant cumulative impact as a result of community division or implementation of projects that do not adhere to adopted plans and regulations. Moreover, the GPU includes policies to cooperate with other local jurisdictions to ensure that development is consistent with established planning documents (Policies LU-12.2 and LU-12.3), as well as an express commitment to oppose development in the planning area that significantly impacts the town's natural ecosystems and viewsheds (Policy LU-12.9). The cumulative effects of related projects are not significant and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant. (Draft EIR, pp. 5-12 through 5-13.)

L. CUMULATIVE MINERAL RESOURCES IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-13.)

Explanation: Construction of incompatible land uses could result in functional loss of availability of known mineral resources. There has not been loss of mineral resources throughout the cumulative impact area that has resulted in a significant cumulative loss of mineral resources. The mineral

resources policies and actions identified in the GPU provide a framework for identifying, recognizing, updating, and protecting areas with significant mineral resource potential. These policies and actions would protect existing and future designated mineral resources and would prevent land use incompatibilities with mining operations. Cumulative development in Nevada and Placer Counties would be subject to similar land use policies that require consideration of mineral resources. The cumulative effects of related projects are not significant, and the project would not have a considerable contribution such that a new cumulatively significant impact would occur. Cumulative impacts would be less than significant. (Draft EIR, p. 5-13.)

M. CUMULATIVE NOISE IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-13.)

Explanation: Noise impacts associated with future development under the project are analyzed in Section 4.13, "Noise." Noise impacts are based on factors related to site-specific and project-specific characteristics and conditions, including distance to noise sources, barriers between land uses and noise sources, and other factors. Noise impacts are typically site-specific and only combine when cumulative development occurs in close proximity. Future development under the GPU could include the construction of residences and other noise-sensitive land uses near existing transportation noise sources, which may be exposed to noise levels exceeding the Town's standard. Due to the distribution characteristics of sound and vibration, construction noise and vibration are generally limited to the vicinity of individual project sites, and because construction activities would have to be concurrent to have a cumulative effect, construction activities in the cumulative impact area would generally not combine with other construction activities in the overall area to result in a cumulative effect. Although noise and vibration impacts would remain significant and unavoidable for the project, there would not be cumulative impacts related to construction noise and vibration to which the project would contribute. Future development under the GPU would increase noise along area roadways over the life of the plan. There may be cases where discretionary development would result in project-generated traffic noise above the Town standard. This project-level impact would be significant and unavoidable. Noise associated with traffic generated by cumulative development in adjacent Nevada and Placer Counties would combine with traffic noise generated by the GPU to result in a significant cumulative impact. Because traffic noise impacts of the GPU would remain significant and unavoidable, the potential for cumulative impacts related to traffic noise would be cumulatively significant, and the project would have a considerable contribution. (Draft EIR, pp. 5-13 through 5-14.)

N. CUMULATIVE POPULATION AND HOUSING IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-14.)

Explanation: For population and housing, the cumulative setting includes the town, unincorporated Nevada County, and adjacent Placer County. On a

cumulative basis, population and housing impacts are regulated by the Town through the implementation of its general plan, and in unincorporated Nevada County and adjacent Placer County by their respective general plans. Future development under Truckee2040 would not induce substantial population growth inside or outside of the town because GPU policies are focused on managing and planning for the location of projected future growth within the town and maximizing efficient development patterns. Finally, the GPU includes policies and programs to ensure adequate low-income housing for projected increases in low-income employment opportunities through the planning horizon. As discussed in Section 4.14, "Population and Housing," future development under Truckee2040 would not result in substantial displacement of existing residents because implementation of the policies and actions in GPU and Downtown Truckee Plan would ensure that future development could be accommodated within the policy area. Therefore, implementation of Truckee2040 would not have a considerable contribution such that a new cumulatively significant population and housing impact would occur. Cumulative impacts would be less than significant. (Draft EIR, p. 5-14.)

O. CUMULATIVE PUBLIC SERVICES IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-14.)

Explanation: Impacts to public services related to future development under the GPU are analyzed in Section 4.15, "Public Services." This assessment includes an analysis of the need for new facilities or modification to facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools, emergency services, police protection, fire protection, and other public facilities. Public schools are provided by school districts to areas within their jurisdictions. While districts may have cross-jurisdictional boundaries, school services are still provided at the local, rather than regional, level. Law enforcement, fire protection, and emergency services are provided by local governments or fire protection districts for areas within their jurisdiction, although mutual aid agreements between agencies do help spread resources. The U.S. Forest Service and California Department of Forestry and Fire Protection provide fire protection services within many rural areas. All of these agencies are responsible for providing services to meet demand within their service areas. Cumulative public services impacts would be less than significant. Ultimately, the project includes policies and actions that would adequately plan for necessary public services to meet future growth demands. The incremental effects of the GPU would not combine with development that would occur as a result of future growth to produce cumulatively considerable impacts because future development projects would be site-specific and would be required to evaluate the physical environmental impacts of constructing new or expanded public services infrastructure by local ordinances and State regulations. The potential physical environmental impacts resulting from the construction of new or

expanded public facilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. Many of the physical environmental impacts that would occur with development of public facilities, would also occur with future development in general (e.g., effects on air quality, noise, water quality). Each of these environmental impact areas has been evaluated throughout this draft EIR, and in some cases, these impacts would result in potentially significant impacts. Further, based on the limited jurisdiction of public services providers, cumulative growth outside of the respective services areas would not affect the provision of services in the jurisdiction of other service providers. Thus, the project would not have a cumulatively considerable contribution such that a new cumulatively significant public services impact would occur. Cumulative impacts would be less than significant. (Draft EIR, pp. 5-14 through 5-15.)

P. CUMULATIVE RECREATION IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-15.)

Explanation: Impacts to recreation related to future development under the GPU are analyzed in Section 4.16, "Recreation." This assessment includes an analysis of the potential for the project to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Truckee Donner Recreation and Park District operates parks and recreational facilities in Truckee, while federal, state, and other local entities provide recreation facilities in the greater area of Placer and Nevada Counties. While population growth in Placer and Nevada Counties could lead to greater demand for parks, cumulative parks expansions are not anticipated to have an adverse physical effect on the environment. Cumulative recreation impacts would be less than significant. Within the town, the project includes policies and actions that would adequately plan for necessary recreational facilities to meet future growth demands. The incremental effects of the GPU would not combine with development that would occur as a result of future growth to produce cumulatively considerable impacts because future development projects would be site-specific and would be required to evaluate the physical environmental impacts of constructing new or expanded recreation facilities by local ordinances and State regulations. The potential physical environmental impacts resulting from the construction of new or expanded park facilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. Many of the physical environmental impacts that would occur with development of park facilities would also occur with future development in general (e.g., effects on air quality, noise, water quality). Each of these environmental impact areas has been evaluated throughout this draft EIR. Thus, the project would not have a cumulatively considerable contribution such that a new cumulatively significant recreation impact would occur. Cumulative impacts would be less than significant. (Draft EIR, pp. 5-15 through 5-16.)

Q. CUMULATIVE TRANSPORTATION / TRAFFIC IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-16.)

Explanation: Impacts to transportation related to future development under the GPU are analyzed in Section 4.17, "Transportation." The travel demand model used to analyze the project reflects the changes to future growth patterns assumed as part of the GPU. The VMT impact analysis relies on existing and future growth accommodated through the GPU and accounts for the projected growth of the surrounding counties. The discussion of VMT impacts associated with the project in Impact 4.17-2 addresses project generated VMT based on an efficiency threshold that is aligned with long-term goals and relevant plans. Therefore, the transportation impacts identified in Section 4.17 are inherently cumulative. The potential for cumulative impacts related to transportation and traffic would be cumulatively significant, and the project would have a considerable contribution. As detailed under Impact 4.17-2, implementation GPU policies and actions, as monitored and managed under GPU Action M-1.G, would reduce VMT generated by the project; however, it is unknown to what degree and it is possible that the reduction needed to bring the VMT per capita to a less-than-significant level would not be achievable. Therefore, the project's contribution to substantial effects related to VMT would be cumulatively considerable. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, p. 5-16.)

R. CUMULATIVE TRIBAL CULTURAL RESOURCES IMPACTS

Finding: Significant and unavoidable. (Draft EIR, p. 5-16.)

Explanation: The town includes tribal cultural resources. Some tribal cultural resources could have regional importance, and individual impacts to these resources could collectively result in greater, more adverse impacts. Because all significant tribal cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant tribal cultural resources, all adverse effects erode a dwindling resource base. As a result, the potential for cumulative impacts related to tribal cultural resources is cumulatively significant, and the impact would be cumulatively considerable. The impacts of future development under the GPU would be individually significant. Cumulative development in the region would be likely be required to implement mitigation to avoid or reduce impacts that is consistent with the requirements of the GPU and Downtown Truckee Plan. Nonetheless, because of the potential for permanent loss of resources of regional significance or that contribute to the larger cultural landscape, the impacts of the GPU could combine with cumulative impacts to tribal cultural resources in the surrounding counties to create cumulatively significant impacts, and the incremental impact of the GPU would be cumulatively considerable. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, pp. 5-16 through 5-17.)

S. CUMULATIVE UTILITIES AND SERVICE SYSTEMS IMPACTS

Finding: Less than significant. (Draft EIR, p. 5-17.)

Explanation: Development associated with the GPU would increase demand for water supply, wastewater, and solid waste disposal services. Overall, the local service providers within the town are responsible for ensuring the delivery of utility services in a safe, efficient, and reliable manner based on adopted plans for growth. Future development within the town would be guided by the GPU, Development Code, and other associated planning and policy documents. The Town and utility providers would be involved in the development review process for all projects in the town and would continue to provide input during the review of new projects to ensure that they comply with all federal, state, and local regulations and ordinances protecting utility services, including complying with all water conservation measures and solid waste reduction measures implemented by the Town or the state. Actual capacity would be refined on a project-by-project basis, in consultation with the utility providers. Further, the proposed GPU is generally consistent with the types and areas of development to accommodate future population and utility providers would use the revised land use diagram in planning future utility infrastructure in the planning area. Future development under the GPU could result in environmental impacts due to the need to construct new or expanded utility infrastructure. The potential physical environmental impacts resulting from the construction of new or expanded public utilities within the town are evaluated within the programmatic scope of growth and future development accommodated by the GPU. All improvements, undergrounding, and necessary relocations related to utility services would be completed in accordance with Town and provider standards, including the applicable provisions of the Development Code, and in accordance with regulations promulgated by the California Energy Commission. The utility providers base demand projections on the growth anticipated in regional planning documents, such as the GPU, and regularly update planning based on new and revised projections. Infrastructure upgrades would be accomplished through the required design review and approval of electricity, natural gas, and telecommunication plans through the Town and the appropriate regulatory agencies and utility providers. Upgrade to utility transmission infrastructure outside of the Town would occur in accordance with long range plans prepared by utility providers based on regional and state-wide energy demand data and projections. The potential indirect effects of projects constructed outside of the town to serve anticipated population growth are outside regulatory authority of the Town. The implementation of the GPU policies and actions, and compliance with existing regulations, would reduce potential significant environmental effects due to the construction of new or expanded utility infrastructure. However, the Town does not have jurisdiction and authority over utility equipment outside the town to ensure the utility companies are compliant with existing regulations. For this reason, there would be a potentially cumulative impact. Therefore, implementation of Truckee2040 would not have a considerable contribution to the cumulatively significant impact of utility construction. Cumulative impacts would be less than significant. (Draft EIR, pp. 5-17 through 4-18.)

T. **CUMULATIVE WILDFIRE IMPACTS**

Finding: Significant and unavoidable. (Draft EIR, p. 5-18.)

Explanation: Implementation of the GPU would result in a potentially significant impact from the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires because new residential, commercial, and industrial development would occur in or adjacent to high and very high FHSZs. Nevada and Placer Counties also contain large areas of high and very high FHSZs and cumulative development in or adjacent to these areas would similarly be exposed to and would exacerbate wildfire risk and wildfire-related adverse effects. Implementation of GPU policies and actions, and compliance with state and federal law would reduce fire hazard risks associated with development to the extent feasible. Implementation of the GPU policies would reduce the contribution of the proposed GPU to cumulative impacts associated with exposure to significant risk from wildfire and development and related activities that might exacerbate the risk of fire with various adverse outcomes. Despite implementation of all feasible policies to address wildfire hazards, existing and proposed development may have impacts related to wildfire and cumulative development in the region would likely result in similar impacts with similar mitigation challenges. As a result, implementation of the GPU would have an incremental contribution to a cumulatively significant wildfire impact, and this impact would be cumulatively considerable. The project's contribution to the cumulative impact would be cumulatively considerable. Cumulative impacts would be significant and unavoidable. (Draft EIR, p. 5-18.)

SECTION V.

FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Sections 15126(c) and 15126.2(c) of the CEQA Guidelines, require that an EIR address any significant irreversible environmental changes that would occur should the project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Truckee2040 would result in the long-term commitment of resources as a result of future development. While it would concentrate future development within the town limits, Truckee2040 would allow future development in undeveloped areas of the town that could result in the conversion of undeveloped land to urbanized or other developed uses. These

conversions are considered a permanent irreversible change and would occur directly through construction of physical improvements and associated infrastructure on undeveloped land. Future development could result in significant irreversible loss of sensitive vegetation communities that support rare, threatened, or endangered species, and impacts to these resources would be significant and irreversible. Truckee does not contain any Important Farmland or classified farmland; thus, none would be lost or converted with implementation of Truckee2040. Greenhouse gas emissions generated as a result of future development would be irreversible because they would persist in the atmosphere well beyond the 2040 horizon year; however, compliance with the proposed GPU policies would result in reduced emissions.

Construction and operational activities associated with future development under Truckee2040 would result in the irreversible consumption of nonrenewable resources, such as gasoline and diesel for on-road transportation and stationary engines and equipment; natural gas for space heating, cooking, and generating electricity; and water resources for indoor plumbing and outdoor landscaping. The irreversible commitment of limited resources is inherent in any development project, or in this case, a program of future development projects. Resources anticipated to be irreversibly committed over the horizon of Truckee2040 include but are not limited to lumber and other forest products; sand, gravel, asphalt, and concrete; petrochemicals; construction materials; and steel, copper, lead, and other metals. As described in Section 4.6, "Energy," the construction and operational activities associated with future development under Truckee2040 would not result in wasteful, inefficient, or unnecessary consumption of energy. The permanent and irreversible changes to the existing physical environment as a result of Truckee2040 have been described throughout this draft EIR.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While future development under Truckee2040 could result in the use, transport, storage, and disposal of hazardous wastes, as described in Section 4.9, "Hazards and Hazardous Materials," all such activities would be required to comply with applicable State and federal laws that strictly regulate transport, use, disposal, and storage of hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage. (Draft EIR, pp. 7-4 through 7-5.)

CEQA Guidelines Section 15065(a) requires a Lead Agency to consider whether a project would have any of the following impacts:

- (1) The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.
- (2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

In the event that a Lead Agency determines that a project would have a significant effect in any of the four categories, then an EIR shall be prepared. Here, the Town determined that the Project would not have a significant effects as identified in 15065(a) for the reasons outlined in in these findings.

SECTION VI.

GROWTH-INDUCING IMPACTS

Section 15126.2(e) of the State CEQA Guidelines requires a Draft EIR to discuss the ways the Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. In accordance with State CEQA Guidelines Section 15126.2(e), a Project would be considered to have a growth-inducing effect if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment;
- Remove obstacles to population growth (e.g., construction of an infrastructure expansion to allow for more construction in service areas);
- Tax existing community service facilities, requiring the construction of new facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

In addition, CEQA Guidelines state that that growth inducement must not be assumed.

Population and Economic Growth: The project is a comprehensive update to the 2025 General Plan that establishes the community's vision for the development of Truckee through the year 2040 and will serve as the fundamental land use policy document for the Town. It is important to acknowledge that Truckee2040 would not facilitate growth in the Town; rather, it is intended to shape the location and type of development that would otherwise occur on land zoned and planned for certain uses. Truckee2040 would concentrate future growth within the town limits and would not make changes to unincorporated areas within the Town's sphere of influence, which is the Town's probable future growth area. The growth projections used in Truckee2040 and this draft EIR are derived from forecasts prepared by BAE Urban Economics using baseline data from the U.S. Census Bureau and the observed annual rate of growth between 2000 and 2019 (0.9 percent). By 2040, the population is projected to grow from 16,700 residents (in 2020) to 20,100 residents, for an increase of 3,400 residents above existing conditions and 3,700 above 2018. This represents an approximately 17 percent increase in population by 2040 relative to existing conditions (2020). By 2040, Truckee is projected to have approximately 8,100 households, which is an increase of approximately 1,500 households from 2018 conditions. Household projections are based on the observed average annual rate of growth between 2000 and 2019 (1.0 percent) through 2030 and reduced to 0.9 percent after 2030 based on the assumption that the ratio of persons to occupied housing units will stabilize after 2030 (BAE 2020, 2021). Truckee is also projected to have approximately 1,200 additional employment opportunities by 2040 (as shown Table 3-3 in Chapter 3, "Project Description"). This would foster economic sustainability within the town. It would also result in greater

employment-generated secondary demand for goods and services to support new and expanding businesses. The projected population growth may also result in increased demand for services in the region, such as use of the Tahoe-Truckee Regional Airport, which is outside of the town limits. Airport operations are governed by the Truckee Tahoe Airport Land Use Compatibility Plan. Pursuant to the Public Utilities Code, the Town would coordinate with the Truckee Tahoe Airport Land Use Commission regarding the GPU and consistency with the growth projected in the Land Use Compatibility Plan and Master Plan, which is being updated by the airport district. As described further in Section 4.13, "Population, Employment, and Housing," growth would be expected to occur without implementation of Truckee2040. The philosophy of Truckee2040 is that the Town would be prepared and able to accommodate forecasted growth, while adhering to policies that define where and how development would occur. Thus, Truckee2040 would accommodate future development that could result in economic growth; however, the growth would be consistent with the historic trends and growth forecasts that have been prepared for the Town.

Removal of Obstacles to Growth: Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations. Truckee2040 concentrates growth within the town limits, which could intensify the uses over what currently exists in some areas of the town. Truckee2040 does not, however, propose development outside of the Town boundary. As established in Goal LU-12 in the GPU, the Town would work with Nevada and Placer counties and the Truckee Tahoe Airport District to ensure that any development in the Truckee region is compatible with Truckee's goals and policies and enhances the quality of life for residents of Truckee and the wider region. Specifically, GPU policies would prevent uncontrolled growth outside of the Town limits (Policy LU-12.1); ensure that any development within the sphere of influence maintains consistency with the GPU (Policy LU-12.2); and require coordinated regional review of major projects with the Truckee Tahoe Airport District and Sierra, Nevada, and Placer Counties (Policy LU-12.3). Further, GPU implementation actions would require the Town to work with Nevada County and the Nevada County Local Agency Formation Commission (LAFCo) to develop annexation policies (Action LU-12.A); develop a transfer of development rights program and involve property owners, the Nevada County LAFCo, and Nevada County (Action LU-12.B); and work with Nevada and Placer Counties to develop a coordinated open space protection strategy for the Planning Area (Action LU-12.C). Through these policies and implementation actions, the Town would continue to work with the above entities to promote and maintain reasonable Town boundaries and a sphere of influence to prevent growth-inducing urban development in unincorporated areas. The GPU includes policies and implementation actions to develop and maintain infrastructure to accommodate forecasted growth. This includes public facilities and services, transportation infrastructure, wastewater treatment and disposal, public utilities, electricity, and parks and recreation facilities. Future development consistent with the GPU could necessitate the construction of additional distribution and collection systems in areas that are not currently served by public utilities. In addition, it is anticipated that upgrading/upsizing of existing utilities could occur in areas where there is significant reinvestment in vacant or underutilized areas. It is expected that utilities would be appropriately sized to accommodate future development, rather than oversizing for unforeseen development, which would be more costly and not supported by forecasted growth estimates. It should also be noted that GPU policies and implementation actions would require the provision of adequate utilities infrastructure and capacity prior to development and subsequent infrastructure expansion projects would be subject to separate environmental review.

Conclusion: Planning documents, such as general plans, serve as blueprints for future population and job growth that is projected to occur. Truckee2040 is designed to accommodate forecasted growth in population and jobs in the town by 2040. Between 2018 and 2040, this increase is anticipated to be 3,700 additional residents, 3,200 dwelling units, and approximately 1,200 additional employment opportunities by 2040 (or approximately 168 people, 145 dwelling units, and 55 jobs per year, averaged over the 22-year period between 2018 and the 2040 planning horizon). Truckee2040 includes a comprehensive policy framework designed, in large part, to focus forecasted growth and minimize potential environmental impacts associated with that growth. Truckee2040 does not include land use designations, policies, or implementation actions that would promote growth beyond population projections. Therefore, because growth in the town will occur with or without approval of Truckee2040, and because Truckee2040 would not, in and of itself, induce growth, but rather would control and focus growth, impacts related to growth inducement would be less than significant. (Draft EIR, pp. 7-1 through 7-3.)

SECTION V11.

ALTERNATIVES

A. BACKGROUND

The Draft EIR analyzed three alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives. The Town of Truckee Planning Commission finds that it has considered and rejected as infeasible the alternatives identified in the EIR and described below. This section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the Project objectives, as required by CEQA.

Where significant impacts are identified, section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

- a) An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

- b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In subsection 15126.6(c), the State CEQA Guidelines describe the selection process for a range

of reasonable alternatives:

- c) The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

• The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

B. PROJECT OBJECTIVES

The objectives of the GPU are to: (Draft EIR, pp. 6-2 through 6-3.)

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

- Meet the demand for industrial land and support a modern industrial economy; and
- Build upon the Town's existing assets to diversify and strengthen the local economy in ways that are appropriate and responsive to Truckee's community, businesses, and natural environment.

The objectives specific to the Downtown Truckee Plan are:

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

C. ALTERNATIVES CONSIDERED BUT REJECTED FROM DETAILED ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should (1) identify alternatives that were considered by the lead agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process; and (2) briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives; (ii) infeasibility; and/or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered but rejected as part of the environmental analysis for the Project:

- Alternative Locations;
- No Development Alternative; and
- Increased Open Space Alternative.

Finding: The Planning Commission rejects these alternatives, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternatives do not avoid any significant and unavoidable impacts, (2) the alternatives would likely not further reduce any of the proposed project's significant impacts; (3) the alternatives would not meet the project's objectives related to housing and employment opportunities and (4) the alternatives are technically, financially, and legally infeasible because they would be inconsistent with state regulations, result in regulatory takings and impair the town's ability to grow, adapt, and remain economically viable. Therefore, these alternatives are eliminated from further consideration.

D. EVALUATION OF ALTERNATIVES SELECTED FOR ANALYSIS

The alternatives selected for further detailed review within the EIR focus on alternatives that could the Project's significant environmental impacts, while still meeting most of the basic Project objectives. Those alternatives include:

- **Alternative 1: No Project-No General Plan Update (Continue 2025 General Plan)** (Draft EIR, p. 6-8.)
- **Alternative 2: Infill Development** (Draft EIR, p. 6-10.)
- **Alternative 3: Reduced Development in Focus Areas** (Draft EIR, p. 6-13.)
- **Alternative 4: Advanced Greenhouse Gas Reduction** (Draft EIR, p. 6-15.)

1. Alternative 1: No Project – No General Plan Update (Continue 2025 General Plan)

Description: Alternative 1 continues the existing development type and intensity allowed under the 2025 General Plan. This alternative was evaluated in the Land Use Alternatives Briefing Book (Town of Truckee 2021) as Alternative A: Continue 2025 General Plan. The development capacity of Alternative 1 is slightly lower than the proposed GPU. However, because there would be no change in forecasted market demand, forecasted growth in population, housing units, and jobs through the planning horizon (2040) is assumed to be the same as under the GPU, although the development capacity to full buildout would differ.

Impacts: Because the land use plans are substantially similar between the 2040 General Plan and the No Project – No General Plan Alternative, potential adverse environmental impacts of development under each alternative would be similar both in type and severity. This would include impacts to forestry resources, geology and soils, population and housing, and public services and recreation. In many cases, federal, state, and local regulations would reduce the potential for adverse environmental impacts. There are also several new and revised policies and implementation programs included in the GPU that would be more protective of the environment than the under the No Project – No General Plan Update Alternative. The new policies are primarily included in the Climate Action Plan Element. Policies included in the GPU that would not be implemented under Alternative 1 would primarily affect issues related to air quality, greenhouse gases, energy, and vehicle miles traveled (VMT) as follows.

- Decreased GHG emissions from current levels through the implementation of GHG reducing policies and programs integrated into the plan.
- Increased emphasis on mixed-use development.
- VMT reduction through providing transit alternatives, transit improvements, innovative shared transportation model, electric vehicle and bike charging stations, and expansion of bicycle and pedestrian networks.

In addition, this alternative would not include policies that afford protections to community character and cultural resources protection through new and improved roadway screening and tree preservation standards, commercial development and signage standards, standards for cultural resource preservation and historic design standards, and restoration initiatives for historic resources. Alternative 1 does not include a commitment to protect sensitive habitats and wildlife corridors; control the spread of invasive plant species; or an express policy to ensure adequate management of the Truckee River and Donner Lake and their riverbanks or shorelines to restore riparian habitat, improve and maintain water quality, limit flood risks, and provide recreational opportunities. In addition, this alternative would designate approximately 2,300 acres as

Resource Conservation/Open Space; 1,600 acres less than the proposed GPU. Fire safety standards for new and existing development, including defensible space implementation, fire protection plans, fire-resistant landscaping, and wildfire hazard awareness would not be included under this alternative. Overall, because the No Project – No General Plan Update Alternative would not contain the new policies and actions proposed in the GPU that are protective of the environment, it would result in greater impacts. The significant and unavoidable impacts of the GPU related to air quality, climate change and GHGs, cultural and tribal cultural resources, noise and vibration, transportation and circulation, and wildfire would be more severe with implementation of the No Project – No General Plan Update Alternative.

Attainment of Project Objectives: While this alternative would not be inconsistent with the objectives established for the GPU, the No Project – No General Plan Update Alternative would not fulfill the objectives to the degree that the GPU would (specifically, the project objectives related to sustainable land use patterns, multimodal transportation systems, reduction of greenhouse gas emissions, minimization of potential risk to life and property, and supporting a modern industrial economy). It is also important to note that Alternative 1 does not address topics and issues pursuant to state requirements that have been adopted since the existing general plan was approved. These include environmental justice, transportation issues such as assessing VMT and analyzing transportation systems more holistically (e.g., “Complete Streets”), and wildfire hazards. In addition, Alternative 1 does not include a CAP which, among other things, would include policies to reduce the Town’s contribution to global climate change

Finding: The Town Council rejects Alternative 1: No Project/No General Plan Update, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet most of the Project objectives; (2) the alternative does not address topics and issues pursuant to state requirements that have been adopted since the existing general plan was approved and (3) the alternative is infeasible.

2. Alternative 2: Infill Development

Description: The Infill Development Alternative would include the same policies and implementation programs as the GPU evaluated in this draft EIR but would revise the land use diagram to encourage more compact development patterns. The land use diagram for this alternative is provided as Figure 6-2. Alternative 2 focuses on supporting higher density housing and mixed-use infill development along existing corridors and centers and additional open space and resource conservation lands along the river and on the periphery. This alternative is based on Alternative D: Infill Development, as identified in the Land Use Alternatives Briefing Book (Town of Truckee 2021). In the Gateway, the land adjacent to the hospital would be designated Mixed Use – High (24-55 dwelling units per acre [du/ac]; max 2.0 floor-area ratio [FAR]) rather than Corridor Mixed Use and High Density Residential (18-24 du/ac) rather than Medium High Density Residential (12-18 du/ac). For the purpose of this evaluation, it is assumed that Alternative 2 would include the same policies and actions as the GPU evaluated in this EIR. As a result of the additional density allowed in the developed areas of the town, this alternative would have higher development capacity at buildout. However, this alternative assumes no change in market demand for housing types, commercial uses, or industrial development. Forecasted growth in population, housing units, and jobs in the unincorporated area by 2040 is assumed to be the same as under the GPU. This alternative could also include use of a transfer of development rights programs in which

landowners outside of developed areas of the town would be compensated for redirecting their development rights to land within these areas. As described above, such a program would be difficult to implement because they are highly dependent on market dynamics. It would require identification of suitable infill sites that can receive density and property owners or developers willing to purchase development rights for that increased density, as well as the willingness of property owners outside of the developed areas to sell their development rights. In addition, this alternative would use policy incentives and disincentives to focus future population, housing, and employment growth within the most developed areas of the town. The types of policies and programs that would be created or revised to focus development within these areas would include changing development impact fees, parking standards, and permitting timelines. This alternative may also include an action to develop a program that would incentivize conversion of golf courses located in developed areas to residential uses.

Impacts: Alternative 2 would modify the proposed land use diagram. The alternative would include the same policies and actions as the GPU evaluated in this EIR, with the addition of policies and programs to incentivize growth within the infill areas. The Infill Development Alternative was identified for evaluation to address significant impacts related to transportation and greenhouse gas emissions. Higher density development is generally anticipated to reduce VMT and associated GHG emissions due to the proximity to goods and services, as well as alternative modes of transportation. This alternative could also result in reduced impacts to biology, cultural resources, hydrology and water quality, and potential to exacerbate wildfire hazards by concentrating the development required to accommodate the projected increase in population over the planning horizon to within established communities. At buildout, the land use plan of this alternative could reduce VMT and associated GHG emissions. A compact form and integration of land uses can reduce the number and length of single occupancy vehicle trips, and support notable increases in walking, biking, use of public transit, and other alternatives to driving alone. However, while this alternative encourages concentrated development (e.g., through incentivized development impact fees, parking standards, or permitting timelines and programs that encourage redevelopment of golf courses) in areas that already support urban uses, it does not preclude development in other areas of the town and, while Alternative 2 could focus new development anticipated to result from population growth that is forecast to occur over the life of the GPU within a smaller disturbance footprint, this pattern of growth cannot be assured. In addition, short-term construction-related impacts associated with proximity to sensitive receptors may increase with implementation of this alternative. This could result in impacts related to air quality during construction and increase the potential for construction-related noise and vibration near existing and proposed receptors. Construction in more urban areas is also more likely to occur where there are documented or undocumented hazardous materials releases that could complicate development (although these issues would typically be addressed through compliance with existing regulations). With the compact development pattern, this alternative may also be more likely to expose new and existing sensitive uses to unacceptable levels of traffic noise than the proposed GPU. These effects of Alternative 2 may be more severe than implementation of the GPU.

Attainment of Project Objectives: This alternative would be consistent with the objectives established for the GPU.

Finding: The Planning Commission rejects Alternative 2: Infill Development, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative would result in increased impacts relating to air

quality during construction; construction-related noise and vibration and traffic noise; and (2) the alternative is infeasible.

3. **Alternative 3: Reduced Development in Focus Areas**

Description: Alternative 3 is similar to Alternative 1 and the GPU. The alternative is evaluated in this EIR at the express request of the group Mountain Area Preservation (MAP), which outlined the components of the land use alternative in correspondence submitted in response to the notice of preparation for this EIR. For the purpose of this evaluation, it is assumed that Alternative 3 would include the same policies and actions as the GPU evaluated in this EIR. The alternative proposed by MAP would reduce development in the Donner Lake area, Gateway District, and West River District compared to the proposed GPU by decreasing the allowed residential density and non-residential FAR. This alternative would generally allow the same land use types proposed in the GPU, with the exception of one site in the Gateway District, which would be designated Resource Conservation/Open Space. The following summarizes the proposed land use designations under this alternative.

- **Donner Lake Area.** This alternative would include the same land use designations identified in the GPU but would reduce the allowed residential density of the Mixed Use designation from 6 to 18 du/ac to 6 to 12 du/ac. This alternative would establish a maximum FAR of 0.8, consistent with the GPU. Building height would be limited to a maximum of two stories.
- **Gateway District.** This alternative would generally preserve the existing land use designations in the 2025 General Plan for the Gateway District (consistent with Alternative 1). This alternative would designate parcels along Donner Pass Road as Commercial, allowing residential uses at 6 to 12 du/ac only if deed-restricted for the local workforce and a maximum FAR of 0.35. In contrast, the GPU would designate parcels along Donner Pass Road for mixed use, allowing densities of 12 to 24 du/ac (except for the area east of Frates Lane and north of Donner Pass Road where 12 to 32 du/ac would be permitted) and a maximum FAR of 1.25. Additionally, this alternative proposes to redesignate the undeveloped site directly east of the area, which is currently designated Public Hospital/Office, to Open Space, which would require development of a program to transfer development rights. This alternative also requires that all housing proposed in the Public designation be deed-restricted for the local workforce. The remaining land use designations for the Gateway District would be consistent with those proposed in the GPU.
- **North State Route 89 Area.** This alternative proposes to preserve the industrial designation at the developed Pioneer Commerce Center site, south of Pioneer Trail and Trails End. This designation would limit live/work and workforce housing to 4 du/ac and non-residential development to a maximum FAR of 0.35, rather than the Business Innovation designation proposed under the GPU, allowing live/work and workforce housing up to 12 du/ac and non-residential development at a maximum FAR of 0.5. However, no further growth is assumed in this area under both the proposed GPU and this alternative due to the built-out nature of the site.
- **West River District.** This alternative would include the same Mixed Use designation for the West River District as the GPU; promoting redevelopment

and industrial land use clean-up. This alternative would limit the residential uses to a density of 4 du/ac and non-residential uses to a maximum FAR of 0.5. This is substantially lower than the residential density of 6 to 18 du/ac and maximum FAR of 1.0 proposed in the GPU.

- **Glenshire Area.** This alternative proposes land use designations consistent with the GPU, allowing Mixed Use (6 to 18 du/ac and a maximum FAR of 0.8) at the Glenshire Center at Glenshire Drive and Dorchester Drive. Like the GPU, this alternative would preserve the Canyon Springs site on the eastern town boundary as Resource Conservation/Open Space.
- **Remaining Areas.** This alternative proposes land use designations consistent with the GPU for all other areas of the town. This includes various residential, commercial, and mixed-use designations in the Downtown and designating the Truckee Springs site as Resource Conservation/Open Space. The proposed designations are consistent with the previously adopted plans for Coldstream Specific Plan, Joerger Ranch Specific Plan, Railyard Master Plan, and Hilltop Master Plan.

Impacts: This alternative would reduce the maximum density allowed in some key areas, such as around Donner Lake, the Gateway Corridor, and the West River District. Additionally, all housing proposed in the Public designation would be deed-restricted for the local workforce. As a result, growth under this alternative may be slightly reduced. Because the land use plans are substantially similar between the 2040 General Plan and Alternative 3, potential adverse environmental impacts of development under each alternative would be similar both in type and severity. This would include impacts to noise and vibration, population and housing, and public services and recreation. In many cases, federal, state, and local regulations would reduce the potential for adverse environmental impacts. This alternative would also decrease density and allowable building height around Donner Lake and in the Glenshire area, which could slightly reduce aesthetic impacts of new development in these areas. The Reduced Development in Focus Areas Alternative includes a proposal to limit building height to a maximum of two stories in the Donner Lake area. The GPU does not specify building height, but rather directs the Town to amend the Development Code to reflect the land use designations established by the GPU (see LU-1.A, "Development Code Update"). Within the Donner Lake area, a limitation on the height of structures could result in greater preservation of community character and views of the lake from surrounding vantage points. In addition, potential for development of highly visible property in the Gateway Corridor would be reduced, which could result in less impact to visual character and quality, including those associated with additional light sources. The reduced densities and multifamily units could also slightly reduce the demand for public services and use of the recreational amenities in the area. This alternative could result in an increase in undeveloped open space, particularly in the Gateway Corridor, which would result in a small reduction in potential for habitat loss and degradation and other effects of land conversion related to visual resources, cultural and tribal cultural resources, and hydrology and water quality. However, reducing development density in key economic centers such as the Gateway Corridor, SR 89, and West River could result in additional development of areas that are less centrally located. This can increase both the use of vehicles and the length of vehicle trips. For this reason, this alternative is anticipated to result in slightly greater transportation and circulation impacts. In addition, as discussed above for the Increased Open Space Alternative, there is potential for a regulatory takings challenge to downzoning land. State law also limits the Town's ability to

downzone residentially designated land. In addition, it is difficult to downzone higher density housing element sites identified and approved by the State as feasible sites for lower-income development in a manner consistent with the Government Code and the no net loss law discussed above. As described above, transfer of development rights is contingent on property owners or developers willing to and purchase development rights, as well as the feasibility of identifying more desirable locations for the housing within the town.

Attainment of Project Objectives: This alternative would be generally consistent with the objectives established for the GPU. However, because Alternative 3 would reduce density in existing neighborhoods, this alternative would be less consistent with the objective to reduce greenhouse gas emissions in the transportation sector.

Finding: The Planning Commission rejects Alternative 3 Reduced Development in Focus Areas, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative would be less consistent with the objective to reduce greenhouse gas emissions in the transportation sector; (2) the alternative would result in increased impacts relating to transportation and circulation impacts and (3) the alternative is infeasible.

4. **Alternative 4: Advanced Greenhouse Gas Reduction**

Description: This alternative would build upon the proposed GPU and would have the same land use diagram and development capacity as the GPU. In addition, the policies and actions proposed in the GPU would be supplemented with a suite of policies intended to further reduce the Town's GHG emissions in alignment with the State's long-term goals. These advanced measures would push the limits of technological feasibility and would require greater monetary investment than those included in the proposed GPU, as described further below. Importantly, while this alternative would result in progress toward achieving long-term targets, it is not anticipated that the targets would be met. An offset program would be required to demonstrate consistency with achievement of the 2045 and 2050 targets. Specific policies and actions that would be included in this alternative are outlined below.

BUILDING ENERGY

Decarbonize Existing Development - Develop and implement a comprehensive building energy retrofit program and retrofit requirements at point of sale or during major renovations to decarbonize the existing building stock through energy efficiency improvements and electrification. The energy retrofit program would require substantial funding and oversight, as well as considerations for the Town's climate and concerns regarding health and safety and environmental justice. Further, while these measures may be possible from a technological standpoint, the Town does not have the legal authority to require improvements to existing, private homes and businesses. To achieve major participation in the retrofitting of existing buildings, several policies could be deployed by the Town, including subsidies or incentive programs, large-scale public information campaigns and partnerships with other public agencies, community groups, non-profit organizations, and others. Further, revenue sources from the County, State, or other private sources would need to be established to fund these programs. Incentives or subsidies for property owners would be designed to reduce energy consumption through the retrofitting of appliances, windows, insulation, and lighting and deployment of on-site renewable energy generation and storage systems. Adopting ordinances to require energy efficiency or on-site renewable energy system

improvements could be aimed at specified trigger points, such as the point-of-sale or during application for major building renovations.

Zero Net Energy Standard – Develop and adopt a Zero Net Energy (ZNE) Standard that applies to all new development after 2024. ZNE means that the total amount of energy consumed by a building on an annual basis is equal to the amount of renewable energy generated by the building (or on the site). Measures to achieve ZNE for new buildings could include adopting an ordinance requiring ZNE for all new buildings, both commercial and residential. As described above, although the ZNE standard would be feasible to implement, it is anticipated that climate would pose unique challenges that would require further study.

100 Percent Renewable Electricity – Supply 100 percent renewable electricity to the community through existing utilities or by creating or joining a community choice aggregator. This policy would require close coordination with Tahoe Donner Public Utilities District, which currently includes renewables in the energy mix, and may result in the need for new grid infrastructure and local renewable energy installations.

TRANSPORTATION

Electric and Alternatively Fueled Vehicles – Facilitate widespread adoption of electric vehicles and alternatively fueled vehicles through charging infrastructure installations, education, and incentives. An action that requires the Town to install specific numbers of charging stations by certain benchmark years may facilitate adoption of electric vehicles by area residents. This action would require further study of logistical and monetary challenges to implementation.

Electric and Alternatively Fuel Landscaping and Construction – Require that all construction and landscaping activities performed by the Town employ carbon-free new off-road vehicles and equipment. This policy would require adequate supply of equipment and charging/fueling infrastructure that are carbon free. Carbon-free equipment is not currently readily available. Factors associated with availability and cost may impair the Town's implementation of key projects. Requiring costly new equipment may also disproportionately affect small businesses that do not have adequate capital to upgrade equipment.

Impacts: Alternative 4 would have impacts that are substantially similar to the proposed GPU. It is anticipated that total energy demand and GHG emissions would be reduced; however, decarbonizing existing buildings and additional electric vehicle charging would result in greater demand for electricity and may stress existing infrastructure. In conjunction with the 100 percent renewable energy requirements, this could result in infrastructure upgrades and new renewable energy projects that may result in impacts to resources including aesthetics and biological resources. As described in the analysis of the proposed GPU, federal, state, and local regulations would reduce the potential for adverse environmental impacts in many cases. In addition, site-specific evaluations would be necessary to determine the extent to which impacts occur and the level of mitigation necessary to reduce significant environmental effects. The identification of environmental impacts and appropriate mitigation measures is subject to the discretion of the Town Council, Planning Commission, or Community Development Director, depending on the permit type and decisionmaking authority. Effects on visual and aesthetic resources could be greater than implementation of the GPU, based on the potential for additional infrastructure requirements.

Attainment of Project Objectives: Alternative 4 would be consistent with the objectives established for the GPU and would further the objective to reduce GHG emissions.

Finding: The Planning Commission rejects Alternative 4: Advanced Greenhouse Gas Reduction, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative could result in increased impacts relating to visual and aesthetic resources based on the potential for additional infrastructure requirements; and (2) the alternative is infeasible.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed Project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. Based on the alternatives analysis contained within the Draft EIR) the alternative 2: Infill Development is identified as the Environmentally Superior Alternative. However, the benefits of this alternative are minor and depend on effective incentives for infill and transfer of development rights from less developed areas of the town. Without these components of the alternative, Alternative 2 would not reduce the effects of the GPU.

SECTION VIII.
RECOMMENDATION OF ADOPTION OF STATEMENT OF OVERRIDING
CONSIDERATIONS

Pursuant to State CEQA Guidelines Section 15093(a), the Planning Commission by way of a recommendation to the Town Council must balance, as applicable, the economic, legal, social, technological, or other benefits of the Project against its unavoidable environmental risks in determining whether to approve the project. If the specific benefits of the project outweigh the unavoidable adverse environmental effects, those environmental effects may be considered acceptable.

Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the mitigation measures; having considered the entire administrative record on the project; the Planning Commission has weighed the benefits of the Project against its unavoidable adverse impacts after mitigation in regards to aesthetics resources, agriculture and forestry resources, air quality – operations, and transportation/traffic. While recognizing that the unavoidable adverse impacts are significant under CEQA thresholds, the Planning Commission nonetheless finds that the unavoidable adverse impacts that will result from the Project are acceptable and outweighed by specific social, economic and other benefits of the Project.

In making this determination, the factors and public benefits specified below were considered. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Town Council would be able to stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Records of Proceeding.

The Planning Commission therefore finds that for each of the significant impacts which are subject to a finding under CEQA Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the Project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. Implementation of the Project will comply with State requirements and, more importantly, will provide the Town, its residents, landowners and businesses, staff and policy makers and all stakeholders with a comprehensive, long-range policy guideline for future development that is consistent with adopted Town priorities.
2. Implementation of the Project will address the continuing change, growth, and development of the town of Truckee over the next two decades and will provide a public policy framework for the future of Truckee.
3. Implementation of the Project will maintain Truckee's quality of life and community character as an authentic, historic mountain town.
4. Implementation of the Project will comply with the State of California requirement that all counties and cities "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300).
5. Implementation of the Project will promote and support economic development to provide jobs in concert with future population growth and community needs.
6. Implementation of the Project will ensure that housing is provided to meet the needs of Truckee's residents, particularly those who work in Truckee, while maintaining Truckee's character.
7. Implementation of the Project will ensure that the Town's infrastructure system could effectively serve the land use framework.
8. Implementation of the Project will provide a safe and efficient multi-modal mobility system that supports the daily travel needs of the community and supports the community's focus on reducing greenhouse gas emissions.
9. Implementation of the Project will strengthen Truckee's commitment to sustainability, reduced greenhouse gas emissions, open space preservation and preservation of biodiversity.
10. Implementation of the Project will minimize the potential risk to life and property from natural and human-made hazards.
11. Implementation of the Project will strengthen Truckee's commitment to maintaining a diverse social fabric, including a focus on diversity, equity, and inclusion, preservation of cultural and historic resources, facilitation of the arts and culture and enhanced services for underserved populations.
12. The Project is the product of a comprehensive public planning effort driven by members of the public, Town stakeholders, the General Plan Advisory Committee, the Planning Commission and the Town Council through a series of public meetings, hearings and workshops that resulted in a thoughtful balance of community, economic, and environmental interests.

POLICY AND ACTION MONITORING PROGRAM

Truckee General Plan Policy and Action Monitoring Program

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Land Use Element				
Policy LU-1.1: Balance of Uses. Ensure a healthy balance of residential, commercial, industrial, and open space land to adequately serve all Truckee residents, the local workforce, and visitors.	4.14-1	Town of Truckee	Ongoing	
Policy LU-1.5: Land Intensification. Approve amendments to the Land Use Map that increase intensities and/or densities of a property only if it is found that such amendment will provide community benefits, such as affordable housing, public open space, or trail improvements.	4.14-1 4.14-2	Town of Truckee	Ongoing	
Policy LU-1.6: Surface Parking. Limit large continuous surface parking lots to mitigate visual, heat island, and water quality impacts.	4.1-3	Town of Truckee	Ongoing	
Policy LU-2.1: Sufficient Residential Land to House Local Workforce. Maintain sufficient land designated for a variety of housing types to house the local workforce, support a strong local economy, and reduce regional traffic impacts.	4.14-1	Town of Truckee	Ongoing	
Policy LU-2.2: Infill Housing in Single-Family Neighborhoods. Increase infill housing opportunities in single-family neighborhoods with adequate infrastructure and limited environmental constraints by encouraging accessory dwelling units, duplexes, subdivision of existing single-family parcels, and a greater variety of housing types.	4.14-1 4.14-2	Town of Truckee	Ongoing	
Policy LU-2.3: Minimum Residential Densities. Require new residential development to meet minimum density standards and encourage residential development to build at densities as close to the maximum density standard as feasible. If minimum density cannot be met, density should be transferred to other suitable parcels.	4.14-1	Town of Truckee	Ongoing	
Policy LU-2.4: Streamline Affordable Housing Development. Use regulatory and voluntary tools to streamline affordable housing development along existing and planned transit routes and near services and jobs.	4.14-1	Town of Truckee	Ongoing	
Policy LU-2.5: Healthy Jobs-Housing Balance. Incorporate information from the North Tahoe Regional Workforce Housing Needs Assessment and future	4.14-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
housing needs studies into the Town's housing strategy to maintain a healthy jobs-housing balance in Truckee.				
Policy LU-2.8: Small-Lot Homeownership. Prioritize funding and investment in income-restricted small-lot homeownership developments to provide alternative affordable housing opportunities for owners of mobile homes.	4.14-1 4.14-3	Town of Truckee	Ongoing	
Policy LU-2.10: Clustered Residential Subdivisions. Require new residential subdivisions, resulting in more than two parcels, to be clustered consistent with the Open Space/Cluster Requirements of the Development Code to achieve the following: Avoid areas of significant natural resources, including wildlife habitat and migration corridors, wetlands and water features, and scenic resources. Avoid areas of significant hazard, such as floodplains, steep slopes, unstable soils, and avalanche areas, to protect public health and safety. Maximize contiguous areas of open space. Minimize infrastructure costs.	4.1-3 4.14-1	Town of Truckee	Ongoing	
Policy LU-2.12: Open Space Preservation and Management. Preserve the portions of parcels not developed with clustered residential uses as undeveloped open space. Preservation and management options for open space include: dedication to a homeowners association; dedication to a public agency such as the Truckee-Donner Recreation and Park District or to a land trust or other nonprofit agency; or for smaller subdivisions (fewer than five parcels), the use of development envelopes in conjunction with conservation easements or deed restrictions.	4.1-3 4.14-1	Town of Truckee	Ongoing	
Action LU-2.C: Short-Term Rental Regulations. Monitor and amend the short-term rental regulations, as necessary, to effectively mitigate nuisance issues, impacts of commercial uses in residential areas, and housing challenges.	4.1-3	Community Development Department, Assistant to the Town Manager	Ongoing	
Policy LU-3.5: Building Orientation. Require new buildings in mixed-use and commercial areas to be oriented toward the street and for off-street parking areas to be located to the rear or side of commercial buildings. Ultimate building locations must accommodate snow removal and snow storage, stormwater treatment, and should maximize solar orientation.	4.1-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy LU-3.6: Retail Building Size. Limit the building size for a single retailer to a maximum of 20,000 square feet. Allow exceptions to the policy up to 30,000 square feet for projects providing community benefits.	4.1-3	Town of Truckee	Ongoing	
Action LU-3.B: Building Size. Amend the Development Code to establish maximum size limitations on retail buildings in all zoning districts, and exception criteria, consistent with Policy LU-3.6.	4.1-3	Community Development Department	By 2025	
Policy LU-4.3: Primary Use of Industrial Land. Ensure that the primary use of industrial designated land is for industrial and discourage the development of commercial or office uses within industrial designations.	4.3-4	Town of Truckee	Ongoing	
Policy LU-4.4: Industrial Buffering and Screening. Require buffering, screening, setbacks, and other measures for new and expanded industrial uses in areas visible to the public right-of-way and adjacent to residential neighborhoods to minimize impacts and compatibility conflicts, with particular attention to minimizing impacts on disadvantaged populations.	4.1-3	Town of Truckee	Ongoing	
Policy LU-5.5: Police Services. Review all development proposals to ensure that demand generated for police services can be adequately met. Periodically evaluate current funding mechanisms for police services to determine if they are adequate, and consider revisions as necessary.	4.15-2	Town of Truckee	Ongoing	
Policy LU-5.7: Stormwater Infrastructure and Management. Require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality; riparian, wetland, and meadow habitats; and properties prone to flooding. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.	4.10-5 4.19-1	Town of Truckee	Ongoing	
Action LU-5.D: Funding Mechanisms for Police Services. Evaluate funding mechanisms for police services in 2023 and every six months thereafter, with preparation of the Town budget, to determine if the funding sources are adequate and consider revisions as necessary.	4.15-2	Truckee Police Department	By 2025	
Policy LU-6.6: No Net Loss of Housing. Ensure no net loss of existing residential units in the Downtown.	4.14-2	Town of Truckee	Ongoing	
Policy LU-6.7: Affordable Residential Development. Accommodate additional residential development in the Downtown, including affordable workforce housing.	4.14-1	Town of Truckee	Ongoing	
Action LU-6.A: Update Plan to Include Objective Design Standards. Update the	4.1-3	Community	By 2025	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Downtown Truckee Plan to include objective design standards to preserve the historic character of the Downtown, provide transitions from nonresidential to residential uses, and protect the scenic and environmental quality of the river.		Development Department		
Policy LU-7.4: Workforce Housing. Ensure the supply of on-site housing for 50 percent of the very low , low , and moderate-income workforce associated with development of the Joerger Ranch Specific Plan area. If land use or noise compatibility requirements of the Airport Land Use Compatibility Plan preclude or reduce the total amount of housing that can be developed on-site, required workforce housing may be permitted to be located off-site.	4.14-1	Town of Truckee	Ongoing	
Policy LU-8.3: Required Commercial Component. Require new development in the Gateway District to provide commercial uses on the ground floor of all structures fronting Donner Pass Road and at least 25 percent of the building space on a site to be dedicated for commercial uses.	4.14-1	Town of Truckee	Ongoing	
Policy LU-8.6: Incentives for Affordable and Workforce Housing. Provide funding and incentives for mixed-use redevelopment projects in the Gateway District that provide affordable, workforce, and/or senior housing.	4.14-1	Town of Truckee	Ongoing	
Policy LU-8.7: Multi-Family Unit Size. Limit the maximum average living area to 1,000 square feet per unit for new multi-family developments in the Gateway District to ensure the construction of smaller units that are more affordable to residents and the local workforce.	4.14-1 4.14-2	Town of Truckee	Ongoing	
Action LU-8.A: Gateway District Overlay. Amend the Development Code to create an overlay for the Gateway District that establishes development expectations and incentives specifically applied to sites within the district. The overlay should provide flexibility to incentivize the development of affordable, workforce, and senior housing.	4.14-2	Community Development Department	By 2025	
Policy LU-9.4: Transition of Industrial to River-Oriented Uses. Activate the riverfront by replacing industrial uses with a mix of commercial and residential uses on the parcels between West River Street and the Truckee River and provide opportunities for river access. Create an employment district in an improved industrial setting between West River Street and the Union Pacific Railroad to allow for the relocation of existing industrial uses.	4.14-1 4.14-2	Town of Truckee	Ongoing	
Policy LU-12.1: Prevention of Uncontrolled Growth. Maintain a Sphere of Influence, and actively work to modify the sphere as needed, to prevent uncontrolled growth outside of the town limits and to protect areas with	4.14-1 4.14-2	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
significant natural resources and open space from development.				
Policy LU-12.2: Truckee General Plan Consistency. Continue cooperation with Nevada County, ensuring any development that does occur within the Sphere of Influence, whether annexed in the town or approved under County jurisdiction, maintains consistency with the Town's 2040 General Plan.	4.11-2 5-11	Town of Truckee	Ongoing	
Policy LU-12.5: Opposition to Exclusive Development. Oppose exclusive development types such as gated communities, golf courses, and resort development in the Planning Area.	4.11-1	Town of Truckee	Ongoing	
Policy LU-12.9: Opposition to Development with Significant Impacts. Oppose development within the Planning Area that significantly impacts the town's natural ecosystems and viewsheds.	4.11-2 5-11	Town of Truckee	Ongoing	
Community Character Element				
Policy CC-1.1: Protection of Visual Resources. Prohibit development on hillside, ridge, and bluff lines, as shown in Figure CC 1, to protect steep slopes from erosion and limit negative visual impacts on the natural landscape, such as buildings, tree removal, disturbance, and glare from glazing and lighting. Concentrate development on the most level and least visible portions of hillside sites.	4.1-1 4.1-2 4.1-3 4.1-4	Town of Truckee	Ongoing	
Policy CC-1.2: Surrounding Natural Context. Ensure that any new development in Truckee's lowland (flatter) areas, including its forested areas and meadowlands, and in the Truckee River Valley, does not reduce water quality or carbon sequestration, while also contributing to the scenic quality and visual harmony between the natural and built environment.	4.1-1 4.1-2 4.1-3	Town of Truckee	Ongoing	
Policy CC-1.3: Scenic Corridor Standards for New Development. Protect and enhance public views within and from Truckee's designated scenic corridors through regulation of the visual appearance and location of development in identified buffer areas along scenic corridors (i.e., Interstate 80 and State Route [SR] 89 North).	4.1-2 4.1-3	Town of Truckee	Ongoing	
Policy CC-1.4: Scenic Corridor Improvements. Work with the California Department of Transportation (Caltrans) to improve the visual quality of freeway interchanges and designated scenic corridors in Truckee, including improvements to roadside landscaping and lighting.	4.1-2	Town of Truckee	By 2027	
Policy CC-1.5: Interstate 80 Screening. Require preservation of existing	4.1-2	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
vegetation on sites along Interstate 80 and at the Interstate 80/SR 89 North/SR 267 interchange to screen existing and new development visible from Interstate 80. Where necessary, require additional landscaping to screen buildings and other facilities.				
Policy CC-1.6: Natural Waterways. Preserve the scenic qualities of the Truckee River and other natural waterways through setback standards, as identified in the Development Code, and by ensuring that new development respects and enhances the aesthetic qualities and natural environment of these river corridors and waterways.	4.1-1 4.1-3	Town of Truckee	Ongoing	
Policy CC-1.9: Protection of Scenic Qualities of Donner Lake. Protect the scenic qualities of Donner Lake, including views of the lake itself from public ways and Donner Memorial State Park, and views from the lake to the shoreline and the mountain slopes and ridges beyond.	4.1-1 4.1-2 4.1-3	Town of Truckee	Ongoing	
Policy CC-1.10: Donner Lake Development Standards. Regulate the design character of new development along Donner Pass Road and South Shore Drive in the Donner Lake area to ensure compatibility with the character and scenic quality of the wooded lakeshore, its rustic cabins, and the lake waters.	4.1-1 4.1-2 4.1-3	Town of Truckee	Ongoing	
Action CC-1.A: Development Code Regulations for Scenic Resources. Review and amend the Development Code to establish objective standards to preserve hillside, ridge, and bluff lines and to address telecommunication towers.	4.1-1 4.1-2 4.1-3	Community Development Department	By 2025	
Action CC-1.C: Tree Preservation Standards. Review the Development Code for opportunities to strengthen the tree preservation ordinance to protect mature, significant trees, strengthen regulation on unpermitted removal of trees and grading disturbance, and ensure tree succession planting where possible in the project development process and re-forestation of shrublands, while ensuring that regulations are not in direct conflict with wildfire management goals. For projects with substantial tree removal, consider adding off-site re-forestation requirements, should adequate sites be available.	4.1-2 4.1-3	Community Development Department	By 2030	
Action CC-1.D: Donner Lake District. Create a Donner Lake overlay zoning district and amend the Development Code to address and preserve the uniqueness and history of the Donner Lake neighborhood.	4.1-1 4.1-2 4.1-3	Community Development Department	By 2030	
Policy CC-2.1: Night Sky Preservation. Preserve views of the night sky as an important natural and scenic resource in Truckee.	4.4-1	Town of Truckee	Ongoing	
Policy CC-2.2: Exterior Lighting. Implement outdoor lighting standards to	4.4-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
minimize light pollution, glare, and light trespass into adjoining properties.	4.1-4			
Policy CC-2.3: Existing Noncompliant Lights. Require the removal, replacement, or retrofit of light fixtures that contribute to light pollution.	4.1-4	Town of Truckee	Ongoing	
Policy CC-2.4: Sign Lighting. Require sign lighting lumens to be the minimum necessary to provide nighttime visibility.	4.1-4	Town of Truckee	Ongoing	
Policy CC-2.5: Commercial Development Lighting. Require a photometric study for large-scale commercial development to ensure the project does not surpass the minimum lumens necessary to provide visibility. Large-scale commercial development is defined as 10,000 square feet of nonresidential use.	4.1-4	Town of Truckee	Ongoing	
Policy CC-3.1: High-Quality Design. Require all new development to incorporate high-quality site design, architecture, and planning to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment.	4.1-3	Town of Truckee	Ongoing	
<p>Policy CC-3.2: Design Considerations. Ensure that planning and development decisions are oriented toward the maintenance of Truckee's character, reflecting the following considerations:</p> <ul style="list-style-type: none"> identify specific types of centers, residential neighborhoods, employment districts, corridors, and gateways. respect the quality, character, and context of existing development in different areas of the town to ensure that new development enhances the desired character of each of these areas. discourage new architecture that directly mimics or is derivative of the buildings of the historic Downtown. encourage the creation of new leasable retail spaces Downtown that are less than 5,000 sf to support the small business and walkable development pattern of Downtown. encourage the retrofit or rehabilitation of existing buildings to more closely comply with Town policies, standards, and guidelines for high-quality architecture and design. 	4.1-3	Town of Truckee	Ongoing	
Policy CC-3.7: Building Material Standards. Require new development projects to incorporate materials, color schemes, and architectural styles that complement the landscape and the rural and mountain environment, while also withstanding the climate challenges of the mountains. The use of rustic and	4.1-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
natural materials such as stone and wood, as well as color palettes that reflect the natural environment, should be encouraged.				
Policy CC-3.10: Elimination of Billboards. Eliminate existing billboards within the town limits and prohibit new billboards as a form of signage.	4.1-3	Town of Truckee	After 2030	
Policy CC-3.11: Landscaping in New Developments. For all new development in Truckee, consider how the integration of trees and native landscaping can contribute to the overall quality of development-specific design and the town's unique character, while also utilizing best methods to reduce impacts on the environment.	4.1-3	Town of Truckee	Ongoing	
Policy CC-3.13: Surface Parking Lots. Prohibit development of surface parking lots that dominate the parcel frontage.	4.1-3	Town of Truckee	Ongoing	
Policy CC-3.15: Fencing. Prohibit the use of barbed wire and/or chain-link fencing, unless required for public safety purposes.	4.1-3	Town of Truckee	Ongoing	
Action CC-3.A: Residential Objective Design Standards. Amend the Development Code to create objective design standards for residential projects that include requirements for clustering, height, upper-story setbacks, articulation, glazing, roof forms, materials, siting, fencing, variety, etc., by 2023.	4.1-3	Community Development Department	By 2025	
Action CC-3.B: Nonresidential Design Standards. Amend the Development Code to create objective design standards for nonresidential projects that include requirements for unique Truckee-specific design, siting, fencing requirements, materials, articulation, etc. Revise the definition of and amend the Development Code to prohibit franchise and corporate architecture.	4.1-3	Community Development Department	By 2025	
Action CC-3.E: Sign Inventory. Continue to maintain an inventory of signs to identify illegal signs, legal nonconforming signs, and conforming signs. Develop an amortization schedule and procedures for property owners to bring signs into compliance with the sign ordinance.	4.1-3	Community Development Department	After 2030	
Action CC-3.F: Billboard Amortization. Amend the sign ordinance to develop and adopt a program to phase out existing billboards.	4.1-3	Community Development Department	After 2030	
Policy CC-4.1: Cultural Resource Preservation. Require development that includes ground disturbance be assessed by a qualified professional for potential archaeological, tribal cultural, and paleontological resources or sites and be designed to avoid impacts to these resources to the maximum extent	4.5-2 4.7-8 4.18-1 5-7	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
feasible. Where there is evidence of archaeological, tribal cultural, or paleontological resources in a proposed project area or there is determined to be a high likelihood for the occurrence of such sites, require monitoring by a qualified professional. As related to tribal cultural resources, a "qualified professional" consists of the geographically and culturally affiliated tribe. Tribal cultural resources may include sites designated as archaeological, historical resources, areas of oral history, sacred lands, ecological resources, water ways, heritage trees, and cultural landscapes.				
Policy CC-4.2: Historic Resources. As part of the development review process for projects involving modification to existing buildings and structures, require all affected buildings and structures over 45 years of age to be evaluated for historical significance. If a significant historic building or structure is proposed for major alteration or renovation, or to be demolished, the Town shall ensure that a qualified architectural historian thoroughly documents the building and associated landscaping and setting. Documentation shall be to the applicable level (short form, Level I, Level II, or Level III) of Historic American Building Survey or Historic American Engineering Record documentation. A copy of the record shall be deposited with the Town, Truckee-Donner Historical Society, and the North Central Information Center, at minimum. The record shall be accompanied by a report containing site-specific history and appropriate contextual information.	4.5-1	Town of Truckee	Ongoing	
Policy CC-4.8: Tribal Consultation. Coordinate with the Washoe Tribe of Nevada and California and other culturally affiliated tribes through Assembly Bill 52 and Senate Bill 18, as applicable, and encourage applicants to contact tribes when preparing development proposals to encourage the preservation of, protection of, monitoring of, and mitigation for impacts to tribal cultural sites.	4.5-2 4.18-1	Town of Truckee	Ongoing	
Action CC-4.C: Historic Preservation Program. Continue to implement the Historic Preservation Program that seeks to protect and preserve the historic quality of the Downtown Historic District and other historic structures in town.	4.5-1	Community Development Department	Ongoing	
Policy CC-7.1: Respect for Historic Development and Patterns. Preserve Downtown's rich legacy of historic buildings and sites by ensuring that new development respects the character and context of those resources.	4.1-3	Town of Truckee	Ongoing	
Policy CC-7.7: West River Street Link to Commercial Row. Create visual and pedestrian links between the Downtown core and the east end of West River Street.	4.1-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Mobility Element				
Policy M-1.3: Vehicle Miles Traveled Standards. Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.	4.17-2	Town of Truckee	Ongoing	
<p>Action M-1.A: Transportation Demand Management Program. Develop an employee threshold (e.g., more than 50 employees) above which transportation demand management measures would be required for new nonresidential development projects and develop a context appropriate "toolbox" of TDM measures to be used as project requirements for such projects. Conduct preliminary outreach with large employers to identify the most appropriate and effective TDM measures for Truckee businesses and their employees informed by work schedules and place of residence. TDM measures could include, but are not limited to:</p> <ul style="list-style-type: none"> parking discounts, rewards, and cash-out or time-off incentive programs; unbundled parking strategies or shared parking agreements; long-term bicycle parking, on-site lockers, and showers; flexible, staggered, and/or coordinated work schedules, and communal work space and telework programs; subsidized transit passes; a vanpool program; ridesharing/ride-matching services, guaranteed ride home program; and/or designated employee transportation coordinator. <p>Work with existing and future businesses, the Tahoe Truckee Unified School District, and major public and nonprofit employers (e.g., local agencies) to expand the use of TDM measures that divert automobile commute trips to transit, walking, bicycling, or digital/remote working and incentivize carpool and multi-passenger trips for regional commutes.</p>	4.17-2	Public Works Department	By 2030	
Action M-1.B: VMT Mitigation. Establish appropriate mitigation measures for projects that cannot adequately reduce VMT to acceptable standards by 2024 and review mitigation measures every five years. VMT mitigation measures might include, but are not limited to:	4.17-2	Public Works Department	By 2025	
changing land uses to increase internalization of trips and to shorten trip				

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
<p>lengths of trips generated by other nearby land uses;</p> <p>improving bicycle and pedestrian network connections and providing support facilities;</p> <p>contributing to regional transit enhancements, particularly ongoing operations funding;</p> <p>managing parking inventory through participation in a regional or district-wide parking pricing program;</p> <p>reducing parking supply rates, or unbundling parking spaces from residential units;</p> <p>providing employee shuttle or ridesharing service;</p> <p>implementing a car-sharing program; and</p> <p>providing funding toward VMT-reducing land uses and regionally significant programs, projects, and/or services.</p> <p>Develop a program to monitor effectiveness of VMT mitigation measures in projects in which they are required and adjust mitigation through adaptive management plans, if needed.</p>				
<p>Action M-1.G: Town-wide VMT Monitoring and Adaptive Management Program. Develop and implement a VMT monitoring and adaptive management program within two years of general plan adoption. The program shall be designed such that the Town can monitor VMT based on the VMT per-service-population metric in a consistent manner based on the interval at which the monitoring will be conducted. The framework and methodology of the program shall be developed such that it is consistent with the VMT quantification methodology recommended under SB 743, PRC Section 21099, and CCR Section 15064.3, and industry best practices. If it is determined through the implementation of the monitoring program that the Town is not trending toward the required VMT per-service-population reduction (i.e., 15 percent reduction in VMT per service population at buildout of the GPU as compared to existing conditions), modifications to VMT reduction measures based on technological advancements, updated guidance and studies, and/or new approaches to implementation shall be identified and implemented.</p>	<p>4.17-2 5-17</p>	<p>Public Works Department</p>	<p>By 2025</p>	
<p>Policy M-2.1: Truckee Trails and Bikeways Master Plan. Maintain and implement the Truckee Trails and Bikeways Master Plan to continue to expand the town's interconnected system of multi-use paths, bike lanes, trails, and sidewalks</p>	<p>4.17-1 4.17-2</p>	<p>Town of Truckee</p>	<p>Ongoing, with updates every 5-10 years</p>	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
throughout the community that is safe and accessible to all users, including children, persons with disabilities, and seniors. Update the plan every 5-10 years to ensure the plan continuously reflects changing community needs.				
Policy M-2.2: Truckee River Legacy Trail. Give special priority to completion of the Truckee River Legacy Trail as the main west-to-east cross-town "spine" of the town's trail network, with other trails connecting to it.	4.17-1 4.17-2 4.1-4	Town of Truckee	Ongoing	
Policy M-2.3: Safe and Continuous Routes. Link new trails and bikeways with established bikeways, parks, and open space areas to provide safe and continuous routes, especially near mobile home parks and multi-family apartments, to serve low-income and underserved populations. Enhance connections between adjacent land uses and between different parts of Truckee, including Downtown.	4.17-2 4.17-3	Town of Truckee	Ongoing	
Policy M-2.5: Bicycle and Pedestrian Roadway Improvements. Use roadway, roundabout, and intersection improvements as an opportunity to improve bicycle and pedestrian facilities and connections, where feasible.	4.17-3	Town of Truckee	Ongoing	
Policy M-2.7: Pedestrian and Bicycle Access Standards. Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install Americans with Disabilities Act (ADA) accessible pedestrian walkways and multi-use trails in new development, as appropriate and necessary to address circulation needs.	4.17-3	Town of Truckee	Ongoing	
Policy M-2.8: Separate Bicycle and Pedestrian Traffic. Provide facilities that separate bicyclists and pedestrians from vehicular traffic when it is feasible to do so.	4.17-3 4.17-4	Town of Truckee	Ongoing	
Policy M-2.12: E-Bike Infrastructure. Ensure adequate infrastructure for e-bikes such as universal charging and docking stations in new and redeveloped commercial and multi-family residential projects and Town facilities. Create an integrated regional bike-share program, develop standards for new infrastructure, and encourage other agencies and major employers to install e-bike charging stations and regional bike-share docking stations.	4.6-2	Town of Truckee	Ongoing	
Policy M-2.13: Bike Parking Requirements for New Development. Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.	4.6-2	Town of Truckee	Ongoing	
Policy M-2.14: Adequate Bike Parking at Major Facilities. Provide adequate bike	4.6-2	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
parking at all Town facilities and encourage similar parking at other agencies and major existing employers.				
Action M-2.A: Trails and Bikeways Master Plan Update. Update the Trails and Bikeways Master Plan to continue to expand the town's interconnected system of bikeways, trails, and sidewalks. The update shall: identify locations for future trails and sidewalks, including potential future pedestrian facilities along the west end of Donner Lake; determine which roadways are suitable for implementing reduced vehicle lane width, traffic calming measures, or expanded bike capacity to more safely accommodate pedestrians and bicyclists with the goal of eliminating traffic fatalities and severe injuries; and meet the most current state and federal requirements for active transportation plans.	4.17-1	Public Works Department	By 2025	
Action M-2.B: Funding for Trails and Bikeways Master Plan Implementation. Use public-private partnerships, the annual budgeting process, and the Capital Improvement Projects (CIP) list to effectively implement the policies, programs, and improvements detailed in the Trails and Bikeways Master Plan as construction funds are available and ongoing maintenance funds are assured.	4.17-1	Public Works Department	Annually	
Action M-2.I: New Pedestrian and Bicycle Facilities. Identify and implement new pedestrian and bicycle facilities beyond those identified in the Trails and Bikeways Master Plan and the Downtown Truckee Plan. These facilities may include, but not be limited to, pedestrian and bicycle facilities along Donner Pass Road and South Shore Drive adjacent to Donner Lake and in mixed-use areas in Tahoe Donner, Sierra Meadows, and Glenshire, and along SR 267 and SR 89 North.	4.17-2	Public Works Department	By 2025	
Action M-2.J: Downtown Bike and Pedestrian Connections. Implement the Downtown streetscapes as part of the Downtown Truckee Plan to complete sidewalks and pedestrian and bike connections on Jibboom, Bridge, Church, West River, and other Downtown streets, resulting in a Complete Street cross section accommodating all modes and users.	4.17-1	Public Works Department	Ongoing, as part of the annual budget process	
Policy M-3.1: Transit Access. Require new development to incorporate features that accommodate and maximize transit access and use, including shelters, safe routes to transit stops, and Americans with Disabilities Act (ADA) improvements, and ensure that right-of-way for future transit access is reserved in plans for	4.17-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
new growth areas.				
Policy M-3.4: First-Last Mile Solutions. Prioritize capital improvements, transit services, and land use decisions that integrate first-last mile solutions that connect passengers to and between alternative transportation modes including rail, intercity bus service, biking, and walking.	4.17-2	Town of Truckee	Ongoing	
Policy M-3.6: Transit Use and Transfers. Work to increase ridership by maintaining a "fare-free" system, reducing headways from current one-hour headways, increasing service area coverage, and expanding route connections, including transfers between different modes of transport such as Reno/Tahoe International Airport, Truckee Tahoe Airport, bicycle, rail, and interregional bus service.	4.17-2	Town of Truckee	Ongoing	
Action M-3.B: Long Range Transit Plan. Maintain, implement, and update Truckee's Long Range Transit Plan that anticipates a series of improvements and expansion plans and capital facilities, including: reduced headways on all transit routes; connection points that consider all modes; expanded and enhanced dial-a-ride programs for on-call and ADA rides through better ride scheduling and booking technology; and new neighborhood connection routes in critical places such as Tahoe Donner, Prosser-Lakeview, Donner Lake, and Glenshire, including bus shelters, local and regional mobility hub centers, and service expansion.	4.17-1	Public Works Department	By 2025	
Policy M-4.1: Complete Streets. Improve connectivity throughout the town's roadway and bike/pedestrian network by implementing Complete Streets concepts on roadway and streetscape improvements that promote equity among modes and meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, while minimizing environmental, historic/cultural, and residential neighborhood impacts.	4.17-2 4.17-3	Town of Truckee	Ongoing	
Policy M-4.12: Bike, Pedestrian, and Transit Networks. Require transportation systems planned and constructed in conjunction with master planned developments and specific plans to provide links to the existing transportation network and offer opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling, or using transit.	4.17-3 4.17-4	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy M-6.3: Vehicle Miles Traveled Mitigation Fee. Develop a vehicle miles traveled mitigation fee program to mitigate vehicle miles traveled impacts associated with new development within the town boundaries.	4.17-2	Town of Truckee	By 2026	
Policy M-8.1: Updates to the Regional Transportation Plan, including Active Transportation Plan. Continue to work with the Nevada County Transportation Commission in periodically reviewing and updating the Regional Transportation Plan (RTP), including the State Transportation Improvement Program, and Active Transportation Improvement Plan and to ensure the inclusion of Town projects and their implementation.	4.11-2	Town of Truckee	Ongoing	
Action M-8.A: Regional Transportation Plan. Coordinate with the Nevada County Transportation Commission to review, update, and implement the Regional Transportation Plan, including the Active Transportation Plan, by 2023 and every four years thereafter.	4.11-2	Public Works Department	By 2025	
Conservation and Open Space Element				
Policy COS-1.7: Open Space Corridors. Preserve existing open space corridors, increase connectivity between open space areas within and beyond the town limits, and integrate publicly accessible trails and open space corridors into new development to the extent feasible to create contiguous habitat areas, enhance public access, and promote community health.	4.4-1 4.4-4	Town of Truckee	Ongoing	
Policy COS-2.1: Truckee River and Donner Lake Management. Ensure adequate management of the Truckee River and Donner Lake and their riverbanks or shorelines to restore riparian habitat, improve and maintain water quality, limit flood risks, and offer recreational opportunities.	4.4-2	Town of Truckee	Ongoing	
Policy COS-2.2: Limited Development in Setbacks. Prohibit development in the established setback areas from the Truckee River and Donner Lake, consistent with the River Protection Overlay District and the Donner Lake and River/Stream Development Standards of the Development Code. Grading, landscaping, and drainage within the established setback area shall also be subject to strict controls. Improvements for public access and use may be allowed in the established setbacks.	4.4-2 4.4-3 4.4-4 4.10-3 4.10-4 4.10-5 4.10-6 4.10-7 4.10-8	Town of Truckee	Ongoing	
Policy COS-2.3: Enhancement of Degraded Areas. Enhance degraded areas in the Truckee River and Donner Lake 100-year floodplain through habitat	4.4-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
restoration, trail construction and/or maintenance, and amenity improvements.				
Policy COS-2.7: Development along Truckee River and Donner Lake. Regulate development and land uses along the Truckee River corridor and Donner Lake to ensure compatibility with their scenic, recreational, and habitat values.	4.4-2 4.4-3 4.16-2	Town of Truckee	Ongoing	
Policy COS-3.1: Biological Resource Open Space. Preserve and improve the integrity and continuity of biological resource open space areas, including sensitive habitat and wildlife movement corridors, through permanent open space protection and restoration. When reviewing development proposals, consider: sensitive habitat and wildlife movement corridors in the areas adjacent to development sites, as well as on the development site itself; prevention of habitat fragmentation and loss of connectivity; use of appropriate protection measures for sensitive habitat areas such as non-disturbance easements and open space zoning; off-site habitat restoration as a potential mitigation, provided that no net loss of habitat value results; potential mitigation or elimination of impacts through mandatory clustering of development or project redesign; and the effect of summer and autumn water demand on groundwater-dependent ecosystems and surface waters.	4.4-1 4.4-3 4.4-4	Town of Truckee	Ongoing	
Policy COS-3.2: Protection of Resources Through Development Standards. Apply setbacks and other development standards to preserve riparian corridors, streams, and wetland areas and the scenic, recreational, and biological values these areas provide.	4.4-1 4.4-2 4.4-3 4.4-4	Town of Truckee	Ongoing	
Policy COS-3.3: Requirements for Biological Surveys. Require a site survey, conducted by a qualified biologist, for development on sites with the potential to contain critical or sensitive habitat or where special-status species may be present. Where special-status species are present, require mitigation in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species. Mitigation shall include implementation of impact minimization measures based on accepted standards and guidelines and best available science and prioritized as follows: avoid impacts, minimize impacts, and compensate for unavoidable impacts.	4.4-1 4.4-2 4.4-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy COS-3.4: Protection of Sensitive Habitats and Wildlife Corridors. Require that all new development avoid identified sensitive habitats, wetlands, other non-wetland waters, native wildlife nursery sites, and wildlife corridors within or adjacent to the development site, as feasible, by implementing no-disturbance buffers around these areas or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting) in wildlife corridors.	4.4-1 4.4-2 4.4-3 4.4-4	Town of Truckee	Ongoing	
Policy COS-3.5: Protection of Native Plant Species. Protect native plant species in undisturbed portions of a development site and encourage planting and regeneration of native plant species wherever possible in undisturbed portions of the project site. Encourage use of locally collected, native seeds from near the study area, in the same watershed, and at a similar elevation for revegetation of sites disturbed by construction.	4.4-1	Town of Truckee	Ongoing	
Action COS-3.B: Monitoring of Sensitive Resources. Monitor the health of sensitive wildlife and habitat resources in Truckee and ensure the continued effectiveness of General Plan policies intended to protect, preserve, and enhance these resources.	4.4-1	Community Development Department	Ongoing	
Action COS-3.F: List and Map of Special-Status Species in Truckee. Establish, maintain, and regularly update a list and GIS-based map of the occurrence of rare, threatened, endangered, and other special-status species known or suspected to occur in Truckee and its immediate vicinity to be used in the development review process to evaluate the need for detailed biological resource assessments. The list and map should be established in 2025, should include special-status or rare and endangered species identified by the California Department of Fish and Wildlife and the California Native Plant Society, and should be monitored and updated every 2 years.	4.4-1	Community Development Department, Public Works Department	By 2025	
Action COS-3.G: Standards for Mule Deer Migration Corridors. Amend the Development Code to establish development standards (e.g., wildlife-friendly fencing and lighting) for new development adjacent to or in proximity to wildlife movement corridors (i.e., wildlife movement to nursery sites and between critical summer and winter range) or nursery sites (i.e., deer fawning areas) mapped by the California Department of Fish and Wildlife to avoid or reduce indirect adverse effects of project development such that habitat functions and values are not lost.	4.4-4	Community Development Department	By 2025	
Action COS-3.H: Requirements for Preconstruction Survey of Invasive Plants. Amend the Development Code to establish requirements for all new	4.4-1	Community Development	By 2025	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
development involving ground-disturbing activities to complete a preconstruction survey, conducted by a qualified biologist, to determine the presence of invasive plants. Require treatment of any identified invasive plants and monitoring of treatment effectiveness. Ensure vehicles and equipment used during development projects are clean and weed-free. Prioritize the use of on-site or local fill materials and seeds, and ensure fill materials and seeds are free of invasive or noxious weeds.		Department		
Policy COS-4.1: Mineral Resource Deposits. Maintain classification and/or designation reports and maps of mineral resource deposits as identified by the California State Geologist as having regional or statewide significance and any additional deposits identified by the Town, and as provided by the State Mining and Geology Board. Provide notice to landowners and the general public on the location of significant mineral resource deposits.	4.12-1	Town of Truckee	Ongoing	
Policy COS-4.2: Permitted Uses in RC/OS Land Use Designation. Restrict permitted uses on lands mapped as important Mineral Resource Areas (see Figure COS-2) within the Resource Conservation/Open Space and Public land use designations to those compatible with mineral resource extraction activities, except in cases where such uses offer public benefits that outweigh those of resource extraction.	4.12-1	Town of Truckee	Ongoing	
Policy COS-4.3: Mining Operations Guidelines. Require mining operations within the town limits to adhere to the following requirements: demonstrate no significant adverse impacts from the mining operations on adjoining areas and uses, including, but not limited to, those associated with noise, dust, and vibration; demonstrate no substantial increase in hazards to neighboring uses, water quality, air quality, or biological resources; demonstrate that the proposed plan complies with existing applicable County and State waste management standards; incorporate sufficient buffering between mining operations and adjacent non-mining uses to minimize noise in accordance with the standards described in the Safety and Noise Element; and incorporate landscaping buffers and other measures to minimize visual impacts to the extent possible.	4.12-1	Town of Truckee	Ongoing	
Action COS-4.A: Amendment of Mineral Resource Maps as Needed. Amend the	4.12-1	Public Works	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
map of important mineral resources, included in this General Plan Element as Figure COS-2, when a new or revised mineral resource classification report is published by the California State Geologist. The figure shall be amended to reflect the new or revised report within 12 months of its publication.		Department		
Policy COS-5.1: Preservation of Steep Slopes. Continue to preserve slopes of 30 percent or greater as open space and avoid slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent.	4.7-5 4.7-6 4.10-1	Town of Truckee	Ongoing	
Policy COS-5.2: Minimization of Erosion and Sedimentation. Continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices.	4.7-5 4.10-1 4.10-8	Town of Truckee	Ongoing	
Policy COS-5.3: Project Review for Grading Activities. Require discretionary project review for grading activities involving 500 square feet of disturbance and/or 20 cubic yards of grading not associated with an approved development project or timber harvesting plan.	4.7-5 4.10-1	Town of Truckee	Ongoing	
Action COS-5.A: Identification of Existing Critical Erosion Problems and Pursue Funding. Work with the Truckee River Watershed Council and Lahontan Regional Water Quality Control Board to identify existing critical erosion problems, such as unpaved parking areas along Donner Lake, and to pursue funding to resolve these problems.	4.7-5 4.10-1	Public Works Department	Ongoing	
Action COS-5.B: Use of Innovative Erosion Control Measures. Update standards as new innovative practices are developed, for temporary and permanent erosion control measures.	4.7-5 4.10-1	Public Works Department	Ongoing	
Policy COS-6.1: Preservation of Forestland. Work closely with the US Forest Service and private property owners to ensure that forestland within and adjacent to the town are preserved, to the extent feasible, for continued managed resource, recreation, scenic, or biological resource open space uses.	4.2-1 4.2-2 4.16-2	Town of Truckee	Ongoing	
Policy COS-6.3: Buffering of Residential Uses from Adjacent Forestry Resources. Require a buffer between timber harvesting operations and residential uses to	4.2-1 4.2-2	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
minimize conflicts.				
Policy COS-7.1: Prohibition against Development in Setbacks. Development shall be prohibited within established setback areas for streams and waterways, except as otherwise allowed in the Development Code.	4.4-1 4.4-2 4.4-3 4.4-4 4.10-3 4.10-4 4.10-5 4.10-6 4.10-7 4.10-8	Town of Truckee	Ongoing	
Policy COS-7.2: Implementation of Best Management Practices. Protect surface water and groundwater resources from contamination from runoff containing pollutants and sediment through implementation of the Lahontan Regional Water Quality Control Board's best management practices.	4.10-1 4.10-8	Town of Truckee	Ongoing	
Policy COS-7.3: Elimination of Sources of Pollution to Groundwaters and Surface Waters. Cooperate with state and local agencies in efforts to identify and eliminate all sources of existing and potential point-source and nonpoint-source pollution to groundwaters and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and logging and mining operations.	4.10-8	Town of Truckee	Ongoing	
Policy COS-7.5: Enforcement of Waste Discharge Guidelines. Enforce guidelines set forth by the Lahontan Regional Water Quality Control Board regarding waste discharge associated with domestic wastewater facilities such as septic tank leach field systems.	4.10-1 4.10-8	Town of Truckee	Ongoing	
Policy COS-7.6: Low Impact Development and Best Management Practices. Use low impact development and best management practices established in the Lahontan Regional Water Quality Control Board's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures required by the Town.	4.7-5 4.10-1 4.10-8	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy COS-7.7: Analysis of Water Availability. Require will-serve letters for new development proposed on sites served by the Truckee Donner Public Utility District. Require a water availability analysis for new development proposed in areas served by on-site wells.	4.19-1 4.19-2	Town of Truckee	Ongoing	
Policy COS-7.11: Snow Removal. When evaluating projects that require snow maintenance plans, consider off-site environmental impacts, including impacts to water quality.	4.10-1	Town of Truckee	Ongoing	
Action COS-7.A: Monitoring of Water Quality in Truckee River Basin. Continue to work with the Truckee River Watershed Council and the Lahontan Regional Water Quality Control Board to document current condition water quality information and to monitor regulatory compliance regarding water quality in the Truckee River Basin.	4.19-2	Public Works Department	Ongoing	
Action COS-7.B: National Pollutant Discharge Elimination Permit and Stormwater Quality Ordinance. Continue to implement the National Pollutant Discharge Elimination (NPDES) permit and the Stormwater Quality Ordinance. Review the Stormwater Quality Ordinance and evaluate its achievements. Make necessary amendments to improve the ordinance and update the Development Code to reflect any amendments to the Stormwater Quality Ordinance.	4.10-5 4.19-1 4.19-2	Public Works Department	Annually	
Policy COS-8.1: Consistency with Particulate Matter Air Quality Management Plan. Require multi-family residential, commercial, industrial, subdivisions, and other discretionary development to maintain consistency with the goals, policies, and control strategies of the Town's Particulate Matter Air Quality Management Plan to meet state and federal ambient air quality standards.	4.3-2	Town of Truckee	Ongoing	
Policy COS-8.4: Impacts from Airborne Pollutants. Minimize public exposure to toxic, hazardous, and odoriferous air pollutants, in particular airborne pollutants from industrial and commercial developments.	4.3-4	Town of Truckee	Ongoing	
Policy COS-8.5: Prohibition against Establishment of Sensitive Uses near Air Polluters. Prohibit sensitive receptors such as residential uses, schools, and hospitals from locating in the vicinity of industrial and commercial uses known to emit toxic, hazardous, or odoriferous air pollutants. Prohibit the establishment of such uses in the vicinity of sensitive receptors.	4.3-4	Town of Truckee	Ongoing	
Policy COS-8.7: Health Risk Assessments for Siting New Receptors. Require developers of projects that would locate sensitive receptors (e.g., residences, schools, healthcare facilities) within 500 feet of Interstate 80 and 1,000 feet of	4.3-4 5-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
the railway, consistent with the California Air Resources Board's buffer recommendations, to prepare a health risk assessment to determine the significance of the impact, and to incorporate project-specific mitigations to minimize or avoid this risk.				
Policy COS-8.8: Mitigation for Projects with the Potential to Generate Significant Ozone Precursors. Require new development with the potential to generate significant quantities of ozone precursor air pollutants to be analyzed in accordance with Northern Sierra Air Quality Management District guidelines and appropriate mitigation be applied to the project to minimize these emissions.	4.3-1 4.3-2	Town of Truckee	Ongoing	
Policy COS-8.9: Reduction in Traffic-Related Tailpipe Emissions. Continue to improve congestion and traffic flow during peak travel times, special events, and snowy conditions to reduce tailpipe emissions from idling vehicles.	4.3-2	Town of Truckee	Ongoing	
Policy COS-8.10: Emission Standards for Diesel-Powered Off-Road Equipment. Require any discretionary development project that would generate construction-related emissions at a level that exceeds NSAQMD thresholds to use off-road construction equipment that meets EPA Tier 4 emission standards (as defined in 40 CFR 1039) and to comply with the appropriate test procedures and provisions as contained in 40 CFR Parts 1065 and 1068. Tier 3 models can be used if a Tier 4 version of the equipment type is not yet produced by manufacturers or is demonstrated to the satisfaction of the Town to be otherwise unavailable. Alternatively, battery-electric off-road equipment may be used as it becomes available. Project applicants must submit a report or project improvement plan to the Town outlining a plan to fulfill this requirement prior to the use of any off-road, diesel-powered construction equipment.	4.3-1	Town of Truckee	Ongoing	
Action COS-8.A: Particulate Matter Air Quality Management Plan Update and Review. Review and update the Town's Particulate Matter Air Quality Management Plan to ensure that it adequately reflects existing conditions and applicable standards for pollutants.	4.3-2	Community Development Department	By 2030	
Policy COS-9.1: Quimby Act. Require new development to provide land or in-lieu fees for parks in a ratio of five acres per thousand population in compliance with standards established by the Town in accordance with the Quimby Act.	4.15-4 4.16-1 4.16-2	Town of Truckee	Ongoing	
Policy COS-9.3: Cooperation with the Truckee Donner Recreation and Park District. Cooperate with the Truckee Donner Recreation and Park District to	4.15-4 4.16-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
improve and maximize the use of existing parks, trails, and recreational facilities; identify needs for new facilities and/or improvements; and effectively plan for the future park and recreation needs of Truckee residents, workers, and visitors.				
Policy COS-9.4: Support for Truckee Donner Recreation and Park District and Truckee Donner Land Trust. Work with the Truckee Donner Recreation and Park District and the Truckee Donner Land Trust to increase cooperation in the funding and development of parks and recreational facilities in Truckee.	4.15-4 4.16-1	Town of Truckee	Ongoing	
Safety and Noise Element				
Policy SN-1.3: Strengthened Partnerships. Build and strengthen partnerships across jurisdictions to plan for regional impacts, such as wildfire smoke and extreme heat, and advocate for state and federal policies as needed.	4.15-1	Town of Truckee	Ongoing	
Policy SN-2.1: Defensible Space Implementation. Assist the Truckee Fire Protection District with implementation of defensible space requirements, including supporting inspections and enforcement to achieve defensible space and promote vegetation management to reduce fuel loads and ignition sources near existing development.	4.9-7 4.20-2 4.20-3	Town of Truckee	Ongoing	
Policy SN-2.2: Fire Safe Regulations for New Development. Require new development in State Responsibility Areas and/or Very High Fire Hazard Severity Zones to comply with Fire Safe Regulations (14 CCR § 1270.00); demonstrate adequate ingress and egress for circulation and evacuation; ensure adequate signing and building numbering, building siting, setbacks, and fuel modification including vegetation clearance maintenance on public and private roads; identify the location of anticipated water supply; and demonstrate adequate water flow for fire suppression needs. Adequate compliance with these requirements shall be determined by either the Truckee Fire Protection District or the Fire Marshall (i.e., CAL FIRE), as appropriate.	4.9-7 4.15-1 4.20-2	Town of Truckee	Ongoing	
Policy SN-2.3: Development Review. Ensure that the development review process considers wildland fire risk, including assessment of both construction- and operation-related fire risks, particularly in Very High Fire Hazard Severity Zones. Collaborate with the Truckee Fire Protection District in reviewing fire protection plans and provisions in new development, including aspects such as emergency access, site design, and use of noncombustible building materials.	4.15-1	Town of Truckee	Ongoing	
Policy SN-2.5: Fire-Resistant Landscaping. Require new development to include fire-resistant species in landscaping.	4.15-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy SN-2.6: Removal of Flammable Invasive Species on Public Lands. Work with the Nevada County Department of Agriculture, the Nevada County Resource Conservation District, and other stewardship groups and public land managers to remove invasive and fire-spreading species (e.g., cheat grass) on public lands.	4.4-1	Town of Truckee	Ongoing	
Policy SN-2.8: Controlled Burns. Continue to work with the US Forest Service, the Truckee Fire Protection District, and CAL FIRE on fuel clearing priorities such as controlled or prescribed burns and other measures. Shift the social perception on prescribed burns through social media, art, and school outreach and by keeping people informed in real time.	4.4-1 4.15-1	Town of Truckee	Ongoing	
Policy SN-2.13: Wildfire Smoke Education. Educate residents about the health impacts of poor air quality from wildfire smoke through education and outreach, focusing on protection of vulnerable populations including youth and seniors.	4.9-7 4.15-1 4.20-2	Town of Truckee	Ongoing	
Action SN-2.A: Adopt Fire Safe Regulations. Update the Development Code to incorporate fire safe regulations that meet or exceed the minimum requirements of Fire Safe Regulations (14 CCR § 1270.00) for all projects in Very High Fire Hazard Severity Zones.	4.9-7 4.20-2 4.20-3	Community Development Department	By 2025	
Action SN-2.E: Fire-Adapted Landscaping and Revegetation Standards. Update landscaping and revegetation standards to be fire-adapted, in coordination with the Truckee Fire Protection District, including requiring use of fire-resistant planting and prohibiting flammable landscaping plantings or materials storage in the structure ignition zone (e.g., within 0-5 feet of the structure). Amend Development Code landscaping standards to address vegetation maturity in the required number of initial plantings and vegetation location/spacing requirements. Include additional amendments to address long-term defensible space and wildfire protection for the life of the landscaping.	4.9-7 4.20-2	Community Development Department	By 2025	
Policy SN-3.1: Flood Hazard and Floodplain Information. Continue to work with appropriate local, state, and federal agencies (particularly the Federal Emergency Management Agency [FEMA]) to maintain the most current flood hazard and floodplain information based on historical flood behavior and future climate change projections. Use that information as a basis for project review and to guide development in accordance with federal, state, and local standards.	4.10-7	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy SN-3.4: Development within the Floodplain. Require that new development or substantial improvements of existing structures within the 100-year floodplain meet federal and state standards.	4.10-7	Town of Truckee	Ongoing	
Policy SN-3.5: Location of New Critical Facilities. Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100-year floodplains. Where such location is not feasible, design the facilities to mitigate potential flood risk to ensure functional operation during a flood event.	4.10-7	Town of Truckee	Ongoing	
Policy SN-3.6: Stormwater Drainage Systems. Incorporate stormwater drainage systems in new development projects to effectively control the rate and amount of runoff so as to prevent increases in downstream flooding potential.	4.19-1	Town of Truckee	Ongoing	
Policy SN-3.8: Climate-Informed Stormwater Management. Continue to require stormwater management plans to be climate-informed to respond to large storm and rain-on-snow events and to promote on-site water retention. Promote nature-based methods and best management practices (e.g., bioswales, natural ground cover) to increase permeable surfaces to reduce runoff.	4.19-1	Town of Truckee	Ongoing	
Policy SN-4.1: Avoid Development in Avalanche Hazard Areas. Avoid siting new development in avalanche hazard areas.	4.7-6	Town of Truckee	Ongoing	
Policy SN-4.2: Avalanche Hazard Areas. Continue to identify avalanche hazard areas and to enforce special standards for construction in avalanche hazard areas.	4.7-6	Town of Truckee	Ongoing	
Policy SN-4.4: Avalanche Hazard Education. Collaborate with the Sierra Avalanche Center to educate the community on avalanche hazards, including potential climate change effects, such as rain-on-snow events and warm spells.	4.7-6	Town of Truckee	Ongoing	
Policy SN-5.1: Avoidance of Steep Slopes and Unstable Soils. Require that new development be located in such a way as to avoid hazardous areas, including steep slopes and areas of unstable soils.	4.7-3 4.7-6 4.7-7	Town of Truckee	Ongoing	
Policy SN-5.3: Soils Reports. Require soils reports for new development in areas where geologic risks are known to exist, as required by the Town Building Code. Such reports should be prepared by a qualified geologist or engineer and include recommendations for appropriate engineering and other measures to address identified risks.	4.7-1 4.7-3 4.7-6 4.7-7	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
Policy SN-6.1: Town Leadership on Preparedness. Ensure Town staff and departments demonstrate a readiness to respond to emergency incidents and events.	4.9-7 4.20-1 4.20-2 4.20-3	Town of Truckee	Ongoing	
Policy SN-6.3: Inclusive Emergency Planning. Ensure emergency planning is representative of the diversity of Truckee and provides members of disadvantaged populations meaningful opportunities to engage in emergency planning efforts.	4.20-1 4.20-2 4.20-3	Town of Truckee	Ongoing	
Policy SN-6.4: Evacuation Road Standards. Require any roads used for evacuation purposes to meet current Fire Safe Regulations (14 CCR § 1270.00) in terms of roadway standards and vegetative hazards. Reduce wildfire risks through regular clearance and maintenance of vegetation adjacent to public roadways	4.20-1	Town of Truckee	Ongoing	
Policy SN-6.5: Interstate 80 Closures. Work with Caltrans to develop a comprehensive plan to address Interstate 80 winter weather gridlock and ensure appropriate emergency access routes. Coordinate with online mapping apps to ensure public safety and that drivers are not directed to follow unpassable routes.	4.9-6 4.20-1	Town of Truckee	Ongoing	
Policy SN-6.6: Communication Technology. Improve communication technology for streamlining transportation and emergency response. Collaborate with a diverse range of users to ensure communication is user-friendly and well understood.	4.20-1	Town of Truckee	Ongoing	
Policy SN-6.7: Maintenance of Emergency Plans. Maintain and regularly update the Town's emergency plans to respond to the changing needs and characteristics of the community and maintain eligibility for grant funding.	4.9-6 4.9-7 4.20-1 4.20-2 4.20-3	Town of Truckee	Ongoing	
Action SN-6.A: Emergency Operations Plan. Coordinate with other emergency response agencies to update the Emergency Operations Plan for Truckee by 2022 and every five years thereafter. Coordinate with agencies to implement measures, including response to fire, earthquake, blizzard, hazardous materials spills, and other disasters.	4.9-6 4.9-7 4.20-1 4.20-2 4.20-3	Office of Emergency Services	By 2025	
Action SN-6.B: Local Hazard Mitigation Plan. Coordinate with Nevada County to update the Local Hazard Mitigation Plan (LHMP) in 2023 and every five years	4.9-6 4.20-1	Office of Emergency Services	By 2025	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
and incorporate the LHMP by reference into the Safety and Noise Element.				
Action SN-6.C: Community Wildfire Protection Plan. Coordinate with the Truckee Fire Protection District to update the Community Wildfire Protection Plan in 2023 and every five years thereafter.	4.20-1	Office of Emergency Services	By 2025	
Action SN-6.E: Emergency Planning. Work with community stakeholders and the Town's Office of Emergency Services to create a plan for extreme congestion and evacuation situations, using emerging technologies to improve traffic flow during extreme events.	4.9-6 4.20-1	Office of Emergency Services	By 2025	
Action SN-6.G: Public Education on Emergency Preparedness and Response. Support the efforts of the Department of Homeland Security, Truckee Fire Protection District, Truckee Police Department, Nevada County Office of Emergency Services, and other agencies to educate the public about emergency preparedness and response.	4.9-6 4.20-1	Office of Emergency Services	Ongoing	
Action SN-6.H: Post-Disaster Rebuilding Ordinance. Research and develop general rules and procedures and amend the Development Code to streamline the planning and permitting requirements for construction of temporary housing, the clearing and disposition of burnt trees/vegetation, or permanent rebuilding activities following a major disaster, such as model emergency or urgency ordinances.	4.20-1	Community Development Department	By 2025	
Action SN-6.I: Emergency Displacement Contingency Plans. Coordinate with local, regional, or state agencies to develop contingency plans for meeting the short-term, temporary housing needs of those displaced during a catastrophic event as well as clearing and disposition of burnt trees/vegetation and other related recovery work.	4.9-6 4.9-7 4.20-1 4.20-2	Office of Emergency Services	Ongoing	
Policy SN-7.1: Hazardous Materials and Waste Use, Storage, and Transport. Continue to coordinate with the Nevada County Environmental Health Department in the review of all projects that require the use, storage, or transport of hazardous materials and waste to ensure necessary measures are taken to protect public health and safety.	4.9-1 4.9-2	Town of Truckee	Ongoing	
Policy SN-7.3: Soils and Groundwater Remediation. Support efforts to identify and remediate soils and groundwater contaminated with hazardous materials and to identify and eliminate sources contributing to such contamination.	4.9-2	Town of Truckee	Ongoing	
Policy SN-7.4: Workplace Safety. Encourage the effective implementation of workplace safety regulations and ensure that hazardous material information is	4.9-2	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
available to users and employees.				
Policy SN-7.5: Airport Land Use Compatibility. Maintain land use and development patterns in the vicinity of Truckee Tahoe Airport that are consistent with the adopted Comprehensive Airport Land Use Plan, including setbacks and height requirements.	4.9-5	Town of Truckee	Ongoing	
Policy SN-7.6: Airport Incident Reporting. Monitor aviation-related incidents that impact the town and consult with the Truckee Fire Protection District and the Truckee Tahoe Airport District on potential safety and emergency response impacts resulting from increased airport operations.	4.9-5	Town of Truckee	Ongoing	
Policy SN-7.7: Developer Cooperation with Airport District. Require development applicants to work with the Truckee Tahoe Airport District and the Truckee Tahoe Airport Land Use Commission to ensure compliance with the Truckee Tahoe Airport Land Use Compatibility Plan.	4.9-5	Town of Truckee	Ongoing	
Policy SN-8.1: Noise Compatibility Standards. Require new development to ensure the noise compatibility standards shown in Table SN-1 are met, using existing noise data (e.g., roadway noise contour map, available documentation) or a project-specific noise analysis/acoustical study. Require all feasible noise reduction measures identified by the study to be incorporated into the project.	4.13-1 4.13-2 4.13-3 4.13-4	Town of Truckee	Ongoing	
Policy SN-8.2: Normally Unacceptable Noise Exposure. Permit new development resulting in "normally unacceptable" noise level exposure only when the allowed new use can be shown to serve the greater public interests of the citizens of Truckee and all noise reduction measures identified by a noise analysis/acoustical study are incorporated into the project.	4.13-6	Town of Truckee	Ongoing	
Policy SN-8.3: Location of Noise-Sensitive Receptors. Discourage location of noise-sensitive uses (such as senior living, hospitals, churches, daycare centers, residences) in locations with noise exposure exceeding "normally acceptable" levels. If relocation is infeasible, require all feasible noise reduction measures identified by a noise analysis/acoustical study.	4.13-2 4.13-3 4.13-4	Town of Truckee	Ongoing	
Policy SN-8.4: Noise Reduction Techniques. Prohibit the construction of sound walls and require new development projects to evaluate site design techniques, building setbacks, earthen berms, alternative architectural layouts, and other means to meet noise reduction requirements.	4.13-2 4.13-4	Town of Truckee	Ongoing	
Policy SN-8.5: Insulation Standards for Interior Noise. Enforce the California Title 24 Noise Insulation Standards for interior noise levels attributable to exterior	4.13-2 4.13-3	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
sources for all new residential uses to ensure interior noise levels for residential uses do not exceed a community noise equivalent level of 45 decibels.				
Policy SN-8.7: Groundborne Vibration. Require preparation of a vibration assessment for new development of vibration-sensitive uses or buildings within 200 feet from the centerline of the railroad tracks. Require that the assessment be conducted consistent with Federal Transit Administration vibration standards and include all feasible measures to reduce potential impacts from groundborne vibration.	4.13-5	Town of Truckee	Ongoing	
Policy SN-8.8: Transportation Noise Sources. Consider potential noise impacts when evaluating new developments for transportation noise sources, including roadway or transit projects. Require noise reduction measures to be incorporated to reduce noise exposure consistent with "normally acceptable" noise standards identified in Table SN-1 or incremental traffic noise standards according to the Federal Transit Administration guidelines.	4.13-2 4.13-3	Town of Truckee	Ongoing	
Policy SN-8.9: Vehicle and Diesel Equipment Noise. Investigate new alternative methods for reducing noise associated with vehicles and diesel equipment, and support efforts to reduce vehicle and equipment noise. Methods may include alternative road surfacing materials, fleet and equipment modernization or retrofits, use of alternative-fuel vehicles, and installation of mufflers or other noise-reducing equipment.	4.13-2	Town of Truckee	By 2027	
Policy SN-8.13: Construction Hours. Continue to restrict construction hours in Truckee to reduce impacts to adjacent existing noise-sensitive uses.	4.13-1 4.13-5	Town of Truckee	Ongoing	
Policy SN-8.14: Construction Noise Control Measures. Require the following standard construction noise control measures to be included as requirements at construction sites in order to minimize construction noise impacts: equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; locate stationary noise generating equipment as far as possible from noise-sensitive uses when noise-sensitive uses adjoin or are near a construction project area; use "quiet" air compressors and other stationary noise-generating equipment where appropriate technology exists; and require the project sponsor to designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction	4.13-1	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
<p>noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site and send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.</p>				
<p>Policy SN-8.16: Airport Land Use Compatibility. When considering new development proposals in the vicinity of Truckee Tahoe Airport, enforce the noise compatibility criteria and policies set forth in the adopted Truckee Tahoe Airport Land Use Compatibility Plan.</p>	4.9-5 4.13-6	Town of Truckee	Ongoing	
<p>Policy SN-8.18: Future Airport Noise Exposure. Ensure Truckee Tahoe Airport District actions, including pursuit of land use entitlements and modifications to long-range plans, minimize community noise exposure associated with airport operations.</p>	4.9-5 4.13-6	Town of Truckee	Ongoing	
<p>Policy SN-8.19: Additional Construction Noise Control Measures. Require the following additional construction noise control measures at construction sites where construction activity, excluding single-family construction, would take place outside of the timeframes exempt from the noise standards established in the Town Development Code and is anticipated to generate exterior noise levels at sensitive receptors that exceed the applicable nighttime noise standards of 50 L_{eq} or 70 L_{max}. Temporary noise barriers, such as curtains, piled snow, or hay bales. Noise-reducing enclosures and techniques around stationary noise generating equipment (e.g., concrete mixers, generators, compressors) to break the line of sight between the noise source and receiver. Operation of heavy-duty construction equipment at the lowest operating power possible.</p>	4.13-1	Town of Truckee	Ongoing	
<p>Policy SN-8.20: Construction Vibration. Require construction projects involving pile driving, within 920 feet of vibration sensitive uses when considering vibration decibels (VdB) for human annoyance and 100 feet of vibration sensitive buildings when considering peak particle velocity (PPV) for structural damage, and construction projects not involving pile driving, within 45 feet of vibration sensitive uses and 15 feet of vibration sensitive buildings when considering VdB and PPV, respectively, to evaluate all potential vibration-</p>	4.13-5	Town of Truckee	Ongoing	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
inducing activities with the potential to result in structural damage or exposure of sensitive receptors to excessive groundborne vibration. Include various measures such as setback distances, phasing ground-impacting operations, monitoring programs, and alternative methods to traditional construction activities (i.e., predrilling holes and other alternatives to traditional pile driving) to reduce potential effects.				
Action SN-8.B: Amendment of Development Code Sound Wall Requirements. Amend the Development Code to prohibit installation of sound walls.	4.13-1 4.13-2 4.13-4	Community Development Department	By 2030	
Action SN-8.C: Amendment of Development Code Requirements for New Noise Sources. Amend the Development Code to require operational limitations and implementation of noise-buffering reduction measures for new uses with the potential to generate significant noise (including, but not limited to, industrial uses, auditoriums, concert halls, amphitheaters, sports arenas, outdoor spectator sports fields, outdoor spectator sports, and outdoor temporary events) beyond the "normally acceptable" level near existing noise-sensitive uses as identified.	4.13-1 4.13-2	Community Development Department	By 2030	
Action SN-8.D: Amendment of Development Code Amplified Sound Requirements. Amend the Development Code to restrict outdoor amplified sound/music to the hours of 10 a.m. to 10 p.m., unless otherwise approved by the Community Development Department.	4.13-1 4.13-2	Community Development Department	By 2030	
Action SN-8.E: Amendment of Development Code for Airport Land Use Compatibility. Review and amend the Development Code and the Town Building Code as necessary to be consistent with the noise policies and criteria of the Truckee Tahoe Airport Land Use Compatibility Plan.	4.13-1 4.13-4 4.13-6	Community Development Department	By 2030	
Climate Action Plan Element				
Policy CAP-4.2: Charging Station System. Enhance the electric vehicle charging station network throughout town for both public and private fleets.	4.6-2	Town of Truckee	Ongoing	
Policy CAP-4.3: EV-Ready Installation Infrastructure. Require new residential and nonresidential developments to have EV-ready installation infrastructure or installed EV charging stations.	4.6-2	Town of Truckee	Ongoing	
Policy CAP-7.5: Building Energy Retrofit Program. Develop and implement a comprehensive building energy retrofit program for residential and non-residential buildings, including lighting retrofits, to improve energy efficiency	4.6-2	Town of Truckee	By 2026	

Policy or Action	Impact Analysis Reference	Implementing Agency	Implementation Timing	Verification
and increase electrification in existing buildings.				
Policy CAP-8.2: Zero Net Energy Standard. Develop a Zero Net Energy (ZNE) Standard to minimize energy use in new residential and nonresidential development.	4.6-2	Town of Truckee	By 2030	

