

2 REPORT SUMMARY

This is a summary of the finding of the Draft and Final EIR. It has been re-printed from the Draft EIR with any changes made in response to comments shown with underline or ~~striketrough~~. Underline text represents language that has been added to the EIR; text with ~~striketrough~~ has been deleted from the EIR.

This summary presents an overview of the analysis contained in Chapter 4 of the Draft EIR: Environmental Evaluation. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; and 4) implementation of mitigation measures. Alternatives to the project are analyzed in Chapter 5 of the Draft EIR.

A. Project Under Review

This ~~Draft~~ Environmental Impact Report (EIR) provides an assessment of the potential environmental consequences of adoption of the 2025 Town of Truckee General Plan. The 2025 General Plan is intended to serve as the principal policy document for guiding future conservation and development in the Town of Truckee. The 2025 General Plan includes newly proposed goals, objectives, policies and actions which have been designed to implement the community's vision for the Town. The policies and actions would be used by the Town to guide day-to-day decision-making so there is continuing progress toward the attainment of goals of the Plan. Additionally, the 2025 General Plan includes a series of proposed land use designation changes which have been proposed to implement the overall goals and vision of the General Plan. The 2025 General Plan is further detailed in Chapter 3 of this EIR.

B. Areas of Controversy

The proposed 2025 General Plan is largely self-mitigating with regard to environmental impacts. However, there has been controversy related to several items during the preparation of the General Plan Update. These include:

- ◆ The location, type and amount of growth.
- ◆ Loss of open space and associated scenic and biological resources.
- ◆ Provision of affordable housing, particularly for the local workforce.
- ◆ Traffic impacts of proposed development.
- ◆ Maintenance of the town's mountain community character.

All of these issues were addressed in the 2025 General Plan process. To the extent that these issues have environmental impacts, they are also addressed in this EIR.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

Implementation of the Town of Truckee 2025 General Plan, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas. The Plan has been developed to be largely self-mitigating, and as a result, there are very few impacts that would occur solely on the basis of implementation of the proposed Plan.

Nonetheless, the implementation of the proposed Plan has the potential to generate nine significant environmental impacts in a number of areas which are listed below:

- ◆ Aesthetics and Visual Quality
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Noise
- ◆ Population, Employment and Housing
- ◆ Traffic and Circulation

All of the nine impacts were found to be significant and unavoidable. Each is discussed in the following Section E.

D. Mitigation Measures

All of the impacts identified are significant and unavoidable. However, one of the impacts, for traffic, can be partially mitigated.

This mitigation measure is summarized in Table 2-1 at the end of this chapter, and will be included in a Mitigation Monitoring Program which will be published ~~in~~ with the Final EIR and implemented in accordance with State law.

E. Unavoidable Environmental Impacts

This EIR identifies nine significant unavoidable impacts, all of which would occur under cumulative conditions. These impacts are discussed further in Chapters 4.1, 4.2, 4.3, 4.9, 4.10, and 4.12 of the Draft EIR. Cumulative aesthetic, air quality, biological resources, noise, and population and housing impacts are described in the cumulative impact discussion of each of these chapters. Since the Plan-level traffic impact analysis considers cumulative impacts as an integral part of its project-specific analysis, these particular cumulative impacts are described and summarized in the project impact analysis

in Chapter 4.12, rather than in a separate cumulative analysis section.

1. Aesthetics and Visual Quality

Despite policies in the in the 2025 General Plan to safeguard visual quality, development under the proposed Plan, in conjunction with other development in the region, would serve to incrementally change the character of Truckee region from a natural, open space landscape to one that is more urbanized in character.

2. Air Quality

The 2025 General Plan would contribute to the overall amount of development in the region that would be associated with increased emissions affecting both PM₁₀ and ozone levels. A portion of the impact is from traffic generated outside of the Town, and thus there are no feasible or reasonable measures to mitigate this impact.

3. Biological Resources

Although goals and policies of the 2025 General Plan would protect habitat and sensitive biological resources, proposed development under the 2025 General Plan and elsewhere in the region would result in the cumulative conversion of existing natural habitat to urban and suburban uses that would generally reduce existing habitat values for existing resident and migratory species.

4. Noise

The cumulative increase in traffic as a result of development under the 2025 General Plan and elsewhere in the region would result in noise level increases in excess of 3 dB at 12 different locations in the Town.

5. Population, Employment and Housing

Growth in the Town of Truckee and elsewhere in the region would contribute additional employment generating uses that will increase demand for affordable housing, potentially beyond that which the Town and neighboring communities are able to provide.

6. Traffic and Circulation

The implementation of the 2025 General Plan, in conjunction with growth elsewhere in the region, would result in four cumulative impacts to roadways and intersections in the Town of Truckee and outside of the town limits.

Projected increases in local and regional traffic, some of which would be attributable to development under the 2025 General Plan, would result in a need for intersection improvements on roadways that are outside of the Town's jurisdiction. The Town, by itself, would not have the ability to undertake these improvements or to fully control the funding and timing of their implementation.

Under the proposed General Plan, certain intersections in the Downtown would operate below established LOS thresholds; needed improvements would be delayed while a downtown traffic study was prepared. The Town would have the ability to approve lesser improvements to those intersections, or no improvements at all, if certain findings were made about other potential impacts of those improvements on the downtown.

The General Plan's policies would also allow the Town to approve projects that could either cumulatively contribute to LOS impacts for which improvements were not yet scheduled or funded, or which were scheduled but would not actually in place prior to the development occurring.

In addition to the above, full development of the proposed General Plan is expected to add to year 2025 traffic volumes along Interstate 80, which is expected to operate deficiently in the future. There are currently no programmed improvements or funding for improvements to the main line of I-80 and such improvements are not under control of the Town.

F. Alternatives to the Project

This ~~Draft~~ EIR presents and analyzes four alternatives to the proposed 2025 General Plan that are considered in Chapter 5 of the Draft EIR, as follows:

- ◆ **The Existing General Plan Alternative, which is also the CEQA-Required No Project Alternative.** The proposed 2025 General Plan would not be adopted and the existing General Plan for the Town of Truckee would remain in effect.
- ◆ **Mixed Use and Outlying Open Space Alternative.** Areas in central parts of Truckee would be designated for mixed commercial and residential land uses, with more outlying areas preserved in open space.
- ◆ **Economic Diversification Alternative.** A larger number of areas would be designated for job-generating commercial and industrial uses in Truckee, in order to increase employment opportunities.
- ◆ **Increased Residential Development Alternative.** Additional housing opportunities would be provided by designating more areas for residential uses, and at higher densities.

Based on the comparative alternatives analysis contained in this EIR, the environmentally superior alternative is the Increased Residential Development Alternative. This alternative would lessen impacts to air quality, noise, and traffic and hence is environmentally superior to the 2025 General Plan.

However, the Increased Residential Development Alternative would not be able to provide land needed for new industrial and commercial development that is foreseen by the Town of Truckee, would not provide a site for a future Community College, and would allow development at Airport Flat, which the Town has identified as a critical open space area that should be preserved. Since each of these aspects are identified in the 2025 General Plan as key objectives of the Plan, implementation of the alternative would not fulfill these objectives and would not be feasible to implement. For this reason, the Town of Truckee is moving forward with the 2025 General Plan Update. Details of the alternatives analysis are included in Chapter 5 of the Draft EIR.

G. Summary Table

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with environmental issues discussed in Chapter 4 of the Draft EIR.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures taken from relevant General Plan policies; and 4) significance after mitigation. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4. This summary does not detail the timing of mitigation measures. Timing will be further detailed in the Mitigation Monitoring Program, which will be published with ~~the~~ this Final EIR.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAFFIC AND CIRCULATION			
<p>Impact CIR-1: The Town’s existing Traffic Impact Fee Program (TIFP) does not include provisions for funding and implementing the improvements that have been identified in Table 4.12-10 and in Table 3-4 in the Project Description to mitigate significant LOS impacts that would occur under buildout of the General Plan. Several of the affected intersections and roadways are either state highway facilities operated by Caltrans, and/or are located outside of the Town of Truckee in Placer County.</p>	S	<p><u>Mitigation Measure CIR-1:</u> The Town should update its traffic impact fee and capital improvement programs to reflect the intersection improvements in Table 4.12-10 that are ultimately approved by the Town. The TIFP and CIP updates should address funding and coordination for traffic improvements associated with impacts identified in Martis Valley and unincorporated Placer County as well as impacts to state highway facilities (SR 267, SR 28, and SR 89)</p> <p>All capital improvement and traffic impact fee programming for projects within Placer County should be coordinated with Placer County. For the SR 267 at the Truckee/Placer County line roadway segment, for which LOS would be exceeded, the Town of Truckee should coordinate with Placer County and Caltrans to conduct preliminary engineering studies to identify design options for widening the roadway.</p> <p>However, the nature of the timing coordination and funding of all of the improvements identified in Table 4.12-10 is currently unknown, and so the mitigation measure described above will only partially mitigate the specified impacts to LOS at the intersections and roadway segments within and outside the town limits.</p>	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact CIR-2: 2025 General Plan Circulation Element policy P2.2, concerning traffic impact analysis requirements, may result in some intersections operating, on a short-term basis, below an acceptable Level of Service. Under the policy, smaller individual developments for which no traffic analysis would be required might collectively cause unacceptable LOS. Although such projects would pay traffic mitigation fees under the Town’s AB 1600 Fee Program, there may be a delay between approval of individual projects and the construction of improvements needed to address their individual or collective traffic impacts. Policy P2.2 would also permit approval of larger projects prior to the actual construction of improvements, provided that such improvements were identified in the Town’s CIP.</p>	S	No mitigation is available for this impact.	SU
<p>Impact CIR-3: The 2025 General Plan would allow for the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections to operate below the established threshold of LOS E threshold for Downtown area intersection. Circulation Element Policy P2.3 would allow the Town to approve development that would contribute to these intersection failures, and to accept worse conditions at these intersections by allowing lesser improvements that only partially mitigate projected impacts, or not to mitigate those impacts at all.</p>	S	No mitigation is available for this impact	SU

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact CIR-4: Full development of the Proposed Truckee General Plan is expected to add to year 2025 traffic volumes along I-80, which is expected to operate deficiently. This would be a significant cumulative impact.</p> <p>The buildout of the 2025 Truckee General Plan would result in a 17 percent increase in traffic volumes along I-80 to the west of the study area (400 two-way vehicle-trips during the PM peak hour) and 31 percent to the east of the study area (880 two-way vehicle-trips during the PM peak hour).</p> <p>There are currently no programmed improvements or funding for improvements to the mainline of I-80 and such improvements are not under control of the Town.</p>	S	No mitigation is available for this impact.	SU

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