

### **3 REVISIONS FOR THE DRAFT EIR**

This chapter presents specific changes to the text of the Draft EIR that are being made in response to comments made by the public and/or reviewing agencies. In each case, the revised page and location on the page is set forth, followed by the textual, tabular or graphical revision. None of the changes constitute significant changes to the Draft EIR, so the Draft EIR does not need to be recirculated.

**Table 3-1, on Pages 3-5 and 3-36 of the DEIR is hereby amended as shown on the following page.**

**Figure 3-7, on Page 3-33 of the DEIR is hereby amended as shown on the following page.**

The changes made to Figure 3-7 are in response to comment 7-2 on page 116 of this Final EIR.

**Table 3-4, on Pages 3-35 and 3-36 of the DEIR is hereby amended as shown on the following page.**

**Figure 3-8, on Page 3-39 of the DEIR is hereby amended as shown on the following page.**

The changes made to Figure 3-7 are in response to comment 9-2 on page 123 of this Final EIR.

**The third paragraph under Section B on Page 3-4 of the DEIR hereby amended as follows:**

Truckee is unusual compared to most communities because of its high proportion of ~~second~~ seasonal and vacation homes. Approximately 46 percent of the Town's housing stock is second homes, and 54 percent are occupied full-time by residents who constitute the Town's year-round population. Truckee's population grew from 8,912 residents in 1990 to 13,864 residents in 2000. Between 2000 and 2005 the population increased by an estimated 1,443 persons, to a total of about 15,307, an average annual growth rate of about 2.0 percent.

**TOWN OF TRUCKEE**  
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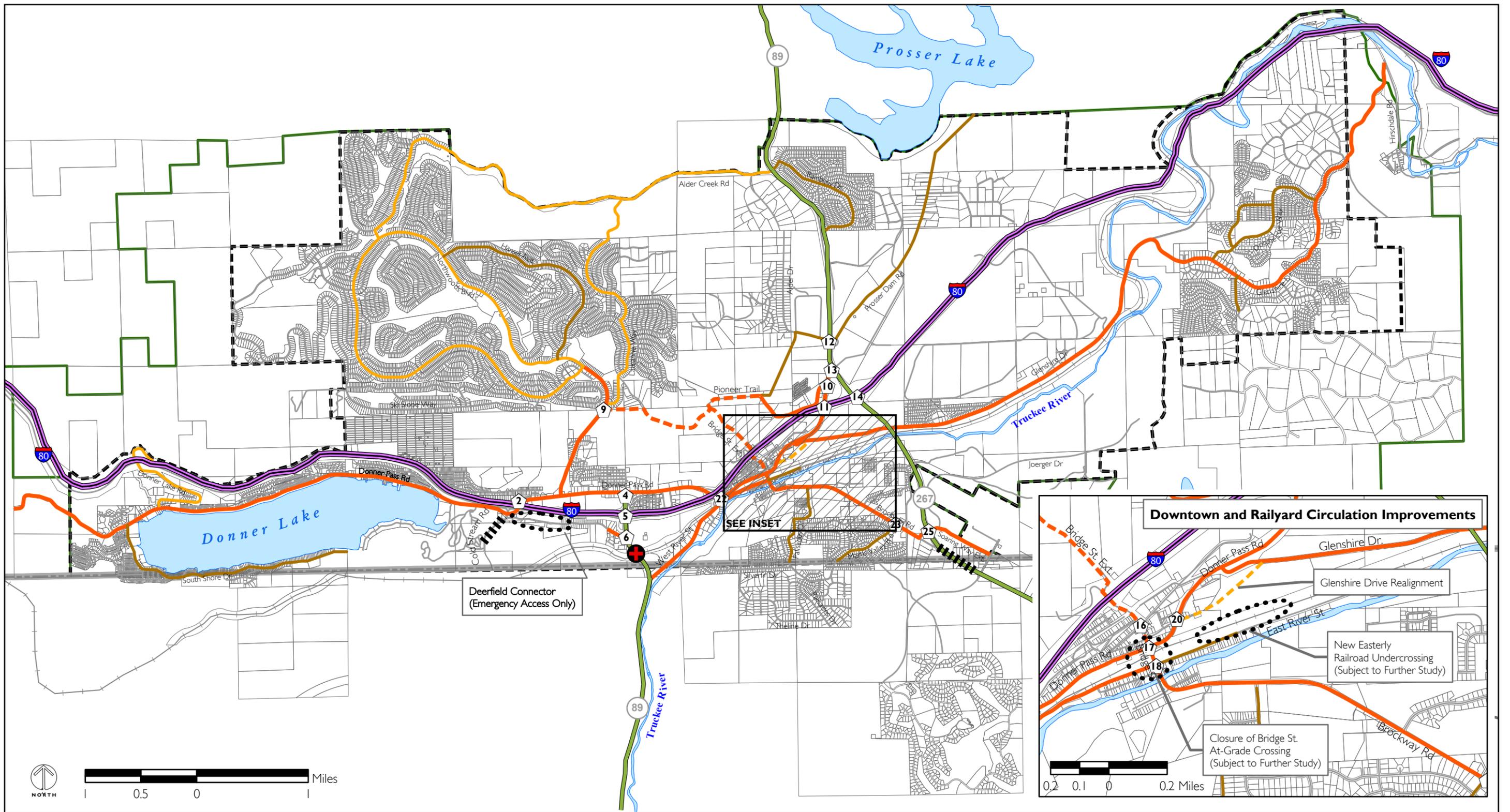
TABLE 3-1 **EXISTING DEVELOPMENT WITHIN THE TOWN LIMITS\***

Land Use	Development Amount
<b>Residential**</b>	
Single-Family Residential	9,209 Units
Multi-Family Units	1,264 Units
Mobile Homes	350 Units
Total Residential Development	10, 823 Units
<b>Non Residential Development</b>	
Commercial (Retail, Restaurant, Highway Commercial)	938,800 square feet
Office (including government offices)	499,800 square feet
Religious Institutions	53,200 square feet
Hospital	75,500 square feet
Lodging	410 rooms
Light Industrial and Warehouse	647,700 square feet
Public Parks	1,383 Acres
Golf Courses	987 Acres

\* As of April 2004.

\*\* The Residential unit count includes all primary and second unit dwellings.

Source: LSC Transportation Consultants, Truckee General Plan Traffic Analyses Technical Appendices



Notes: Proposed roadway alignments shown are conceptual only. Final alignments will be determined based on further study.

- |  |                              |  |                          |  |                                                         |
|--|------------------------------|--|--------------------------|--|---------------------------------------------------------|
|  | Truckee Town Limits          |  | Existing Freeway         |  | Intersection Improvement (#'s are keyed to Table CIR-4) |
|  | Proposed Sphere of Influence |  | Existing State Highway   |  | Mousehole                                               |
|  |                              |  | Existing Minor Arterial  |  | Roadway Improvement or Widening                         |
|  |                              |  | Future Minor Arterial    |  | Other Improvement                                       |
|  |                              |  | Existing Major Collector |  |                                                         |
|  |                              |  | Future Major Collector   |  |                                                         |
|  |                              |  | Existing Minor Collector |  |                                                         |
|  |                              |  | Future Minor Collector   |  |                                                         |

FIGURE 3-7

CIRCULATION PLAN

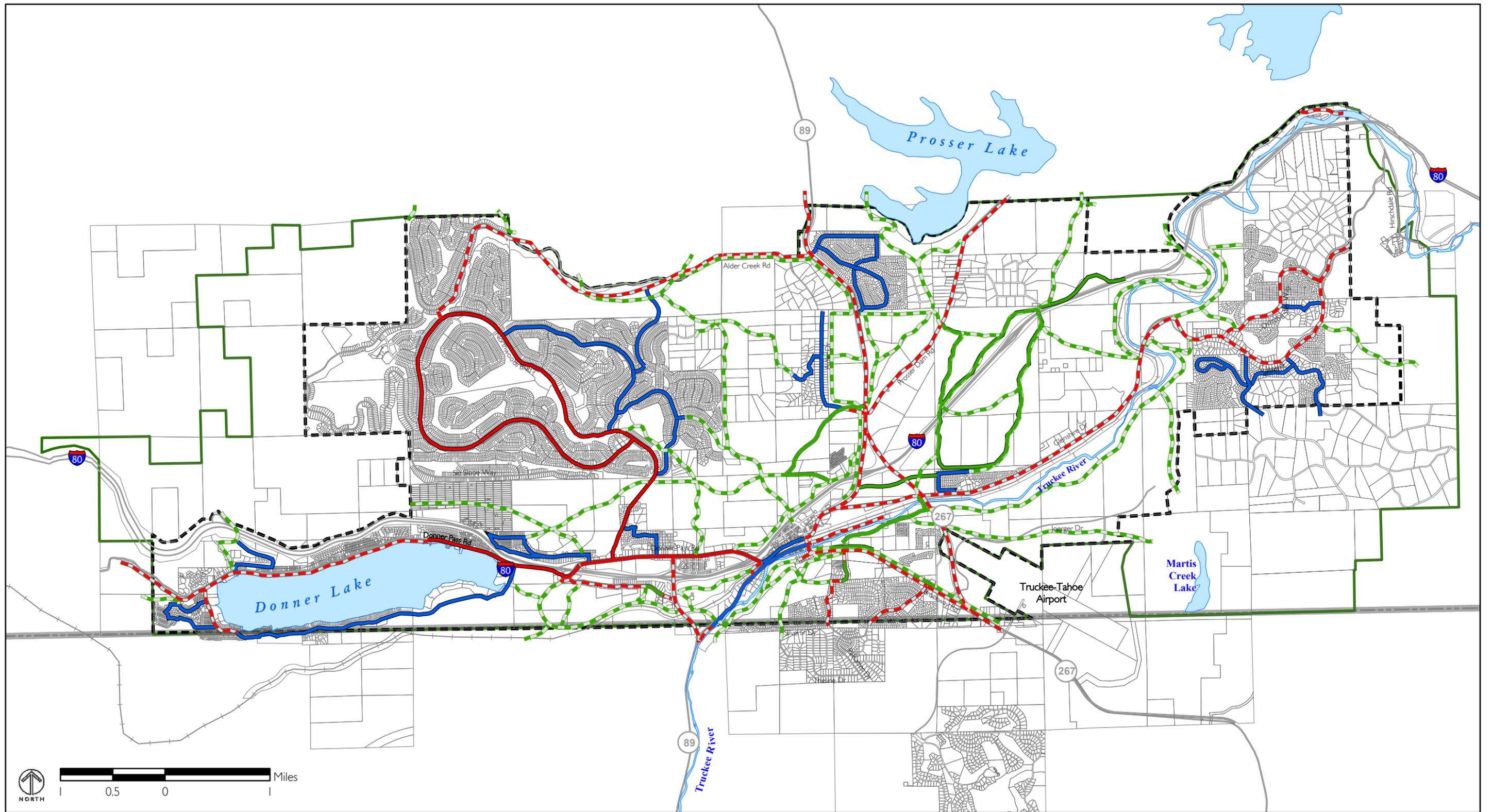
TABLE 3-4 **PROPOSED ROADWAY AND INTERSECTION IMPROVEMENTS**

	Roadway (R) or Intersection (I)	Location	Improvement Description	Timing	Notes
1.	R	Cold Stream Road	Widening: Additional northbound and southbound through lanes between Donner Pass Road and PC-1	Upon development of PC-1	
2.	I	I-80/Donner Pass Rd./Cold Stream Rd	Traffic signal at westbound ramps; roundabout at eastbound ramps	Upon development of PC-1	
3.	R	Deerfield Drive Extension	Emergency road connection and future local access route between Deerfield Drive and Cold Stream Road through PC-1.	Upon development of PC-1	
4a.	I	Donner Pass Rd/Frates Ln./SR 89 South	Signal timing and approach reconfiguration	Short Range	
4b.	I	Donner Pass Rd/Frates Ln./SR 89 South	Roundabout	Long Range	
5.	I	I-80/SR 89 South	Dual lane roundabouts at I-80 access ramps	2006	
6.	I	SR 89 South/Deerfield Drive	Addition of fourth leg, and a possible roundabout.	In conjunction with development on McIver Hill.	
7.	R	SR 89 South "Mousehole"	Widening or other feasible improvements to improve traffic flow and pedestrian/cyclist safety	Short Range	
8.	R	Pioneer Trail Extension	Arterial connection between Northwoods Boulevard, south of Lausanne Way to eastern end of Pioneer Trail	Short Range	To be completed before Donner Pass Road in Gateway area, or DPR/SR 89 South intersection falls below LOS D.
9.	I	Pioneer Trail Extension/Northwoods Blvd.	Roundabout or left turn lane on Northwoods Boulevard and right turn lane on Pioneer Trail	Short Range	To be completed before Donner Pass Road in Gateway area, or DPR/SR 89 South intersection falls below LOS D.
10.	I	Pioneer Trail Extension/Donner Pass Rd	Roundabout or traffic signal	Short Range	
11.	I	I-80/Donner Pass Rd (DPR Eastern Intersection)	Roundabout or traffic signal at both access ramps	Long Range	
12.	I	SR 89 North/Prosser Dam Rd/Alder Dr	Roundabout or traffic signal	2007 (Estimated)	As identified in Gray's Crossing Specific Plan
13.	I	SR 89 North/Donner Pass Road	Dual Lane roundabout or traffic signal with additional lanes on all approaches.	2007 (Estimated)	As identified in Gray's Crossing Specific Plan
14.	I	I80 / SR 89 North / SR 267	Roundabout or additional through lanes at westbound ramps or <u>northbound right-turn to westbound loop on ramp</u> ; roundabout or additional through lanes and turn lane on SR 267 at eastbound ramps	Long Range	

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	Roadway (R) or Intersection (I)	Location	Improvement Description	Timing	Notes
15.	R	Bridge Street Connection	Arterial connection between Pioneer Trail Extension and northern end of Bridge St	Short Range	
16.	I	Bridge St./Jibboom St.	Roundabout or reconfiguration with controlled stops on Jibboom and High Street	Short Range	As part of Bridge Street Connection
17.	I	Bridge Street/Donner Pass Rd	Roundabout or Traffic Signal	Short Range	See Circulation Element Policy P2.3 Improvements may change if Bridge Street at-grade crossing is closed
18.	I	Bridge St./ River St.	Roundabout or Traffic Signal	Short Range	See Circulation Element Policy P2.3 Improvements may change if Bridge Street at-grade crossing is closed
19.	R/I	Glenshire Drive Realignment (Donner Pass Rd./Glenshire Dr.)	Connection between western end of Glenshire Drive and Church Street/Realignment of Glenshire Drive/Donner Pass Road intersection.	Short Range	See Circulation Element Policy P2.3
20.	I	Donner Pass Rd/Church St	Roundabout or Traffic Signal	Upon development of Railyard Master Plan Area	
21.	I	Easterly Railyard Undercrossing	Connection and railroad undercrossing between Railyard Master Plan area and East River Street including upgrading of East River Street and possible closure of Bridge Street railroad crossing.	Optional Improvement to be determined as part of Railyard Master Plan	
22.	I	West River Street/McIver Crossing	Roundabout or Traffic Signal	Long Range	
23.	I	Brockway Rd/Martis Valley Rd	Roundabout	2006 (estimated)	
24.	R	SR 267 between Truckee Airport Road and Brockway Road/Soaring Way	Additional northbound and southbound lanes.	Long Range	
25.	I	SR267/Brockway Rd/Soaring Way	Roundabout or additional through and turning lanes .	Upon Development of PC-3 or Long Range	

Note: Improvements listed in this table reflect major roadway and intersection improvements. However, this is not an exhaustive list of all improvements that might be undertaken during the 2025 General Plan's planning period. Other minor improvements that may be undertaken include, but are not limited to, the addition of turn lanes at unsignalized intersections, and widening of travel lanes and shoulders.



**Completed and Approved Trails and Bikeways**

- Recreational Trail/Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

**Proposed Trails and Bikeways**

- - - Recreational Trail/Class I Bike Path
- - - Class II Bike Lane

- Proposed Sphere of Influence
- Truckee Town Limits

FIGURE 3-8

**EXISTING AND PROPOSED TRAIL AND BIKEWAY NETWORK**

**The first paragraph of Section A on Page 4-2 of the DEIR hereby amended as follows:**

The cumulative impacts of a General Plan take into account buildout growth projected by the 2025 General Plan, in combination with impacts from projected growth in other parts of the Truckee/Lake Tahoe Region. The buildout numbers referenced and analyzed in the individual impact sections in the Draft EIR reflect the total buildout calculated in the proposed 2025 General Plan traffic study. Appendix A of the Draft EIR, the *Traffic Analyses Technical Appendices*, provides a detailed breakdown of the methodology used in to calculate buildout of the proposed 2025 General Plan's land uses. In each of the following 14 sections, the cumulative impact analysis examines cumulative effects of the 2005 General Plan, in combination with growth projected under relevant community plans such as the Martis Valley Community Plan, and other long-term, larger-scale projects such as the Northstar-at-Tahoe expansion. In some instances, where it is more appropriate to do so, the boundaries of a community services district or agency are considered as the basis for the cumulative analysis.

**The introduction paragraph of Chapter 4.1 Aesthetics and Visual Resource on Page 4.1-1 of the DEIR hereby amended as follows:**

This section describes the visual resources of Truckee including its Sphere of Influence, generally referred to as the Town, and provides an evaluation of the effects the proposed 2025 General Plan would have on these resources, including visual character, scenic views and vistas, scenic resources, and light and glare.

**The introduction paragraph of Chapter 4.2 Air Quality on Page 4.2-1 of the DEIR hereby amended as follows:**

This section describes the air quality of Truckee including its Sphere of Influence, generally referred to as the Town, and ~~This section~~ provides an analysis of the effects that the 2025 General Plan would have on local and regional air quality. It describes existing air quality conditions, the projected direct and indirect and construction-related emissions associated with implementation of the 2025 General Plan, the local and regional impacts of these emissions, and

mitigation measures warranted to reduce or eliminate any identified significant impacts. The air quality analysis for this section was prepared by Illingworth and Rodkin.

**The introduction paragraph of Chapter 4.3 Biological Resources on Page 4.3-1 of the DEIR hereby amended as follows:**

This chapter summarizes information on biological resources ~~in the Town~~ of Truckee including its Sphere of Influence, generally referred to as the Town, and provides an evaluation of the impacts of the proposed 2025 General Plan on biological resources. A summary of the existing regulatory setting that provides for the protection and conservation of important biological resources begins this chapter.

**The first paragraph under Section A.2 on Page 4.3-6 of the DEIR hereby amended as follows:**

**2. Existing Biological Resources**

The Truckee Basin and adjacent upland and mountain areas are rich in biological resources, both within the Town and in the surrounding region. Several special status habitats, plant species, and wildlife species have been identified in the Truckee area. A number of ~~The~~ Town's important biological resources and habitat areas are mapped on Figure 4.3-1. Important biological resources include both vegetation and habitat areas, as well as wildlife corridors and migration routes that traverse the Town.

**The last paragraph on Page 4.3-11 of the DEIR is hereby amended as follows:**

Truckee's riparian, shrub communities, and forested areas are important habitats for local and migratory deer populations, referred to as the Loyaltown-Truckee Herd. The Verdi sub-unit of the herd migrates annually in the spring from Nevada to the Martis Valley to fawning grounds south of Union Valley, utilizing the Truckee River and I-80, sometimes making use of the Prosser Village and Fiberboard undercrossings. Deer populations are comprised of some black-tailed, but primarily Rocky Mountain mule deer. Changes in the deer route locations shown in Figure 4.3-1 have likely oc-

curred since this mapping was developed by Nevada County in the mid-1990's. The construction of the Highway 267 Bypass has created a physical barrier to east-west movement of deer in the southeast part Truckee. Caltrans has also constructed new undercrossings of I-80 in the Airport Flat area which now facilitate movement of deer from north to south in this area. A deer migration route may also exist beneath the Donner Lake interchange in the western part of Truckee.

**The first and second full paragraphs on Page 4.3-15 are hereby amended as follows:**

Other streams, waters, and associated riparian and wetland habitats that occur in the Truckee planning area include Donner Lake, Prosser Reservoir, Donner Creek, Martis Creek, Gregory Creek, Alder Creek, Station Creek, Summit Creek, Cold Creek, and Trout Creek, all of which are part of the Truckee River watershed. Numerous other creeks and riparian corridors are found within Truckee and the surrounding area. These aquatic areas provide foraging habitat for fish and other aquatic organisms, including aquatic insects, insectivorous birds, aquatic reptiles, amphibians, and mammals. Special status wildlife species known to or potentially occur in these aquatic areas include the federally threatened Lahontan cutthroat trout, federally-threatened bald eagle, and other special status species including Sierra Nevada mountain beaver, Hermit warbler, and mountain yellow-legged frog.

Montane meadow habitat areas are dependent on a perennial or seasonal water source and are dominated by grasses and forbs. Sedges, rushes, and willow species may also occur in montane meadows. Many of the montane meadows in the Town of Truckee are seasonally inundated. These areas provide suitable habitat for many resident and migratory wildlife species, including the yellow warbler, a California Species of Concern, and the State endangered willow flycatcher. A number of wetland areas have been identified in Truckee including Greenpoint springs, McGlashan springs, and wetlands mapped in the Alder Drive and Gray's Crossing area.

A new subsection, c., is hereby added to Section B.1 in Chapter 4.3, on page 4.3-19.

c. Other Impacts to Special Status Species

In addition to the direct impacts to special status plant and animal species in Truckee and its proposed Sphere of Influence, development under the proposed 2025 General Plan has the potential to directly or indirectly impact species through loss, fragmentation, or modification of supporting habitats, and/or through indirect impacts caused by introducing development, and associated human incursion and intervention, into sensitive areas. New development (including clustered and low density development) might result in increases in human presence in previously uninhabited areas, introduction of roads and infrastructure, and cause effects that might potentially result in increased fragmentation of wildlife habitat, and/or increased likelihood of direct and indirect impacts, which may be significant if not addressed by policies or other mitigation.

However, the proposed 2025 General Plan works, through its policies and programs to minimize or avoid such impacts to habitat, which would include habitat fragmentation. Habitat fragmentation is addressed in Policy P1.1 under Goal COS-1, which calls for the acquisition and preservation of large blocks of undeveloped open space, and open space corridors that provide connections between different open space areas. Policy P1.5 similarly suggests as priorities for open space preserved by direct actions of the Town, land that occurs in large blocks and is contiguous and connected, and that provides maximum habitat value. This would include, by implication, areas which would reduce the likelihood of habitat fragmentation. The specific identification of priority lands for such preservation, and thus the sorts of habitat lands listed above, is listed as a key point in development of the proposed Open Space Acquisition Plan that the proposed 2025 General Plan calls for in Action A1.2. Policy P4.1 calls for preservation of the integrity and continuity of biological resources open space and habitat; and Policy P4.2 would protect sensitive land from destruction and intrusion from incompatible land uses, considering prevention of habitat fragmentation as a key concern. Action A4.1 would require preparation of a plan to manage and protect sensitive bio-

logical resources, prioritizing areas for management and protection that are likely to be impacted by development, and Action A4.2, calls for, as part of such a Plan, ongoing monitoring of the overall health of sensitive habitat resources that could result in refinement of proposed 2025 General Plan policies. Together, these policies and actions would reduce the potential impacts of development allowed under the proposed 2025 General Plan to a less than significant level.

As with other sorts of impacts, indirect impacts to habitat would be analyzed as part of project-level studies at the time individual projects would be proposed and built, and appropriate mitigations incorporated to minimize impacts, in accordance with proposed 2025 General Plan policies and CEQA requirements. The policies cited above, along with Conservation and Open Space Element Action A4.3, which calls for development of guidelines concerning development adjacent to sensitive wildlife habitats, would also mitigate potential impacts to a less than significant level.

The text under section C.2 on Page 4.3-19 of the DEIR is hereby amended as follows:

**2. Riparian Habitat and Sensitive Natural Communities**

Riparian habitat is associated with aquatic resources in Truckee such as Donner Lake and the Truckee River. Streamside development and removal of vegetation in and along the banks of the Truckee River, Donner Lake and other streams can result in the loss of plant and animal habitats, bank erosion, and can ultimately reduce water quality. Other sensitive habitats also exist in Truckee, and might be affected by development allowed under the proposed 2025 General Plan, including through both direct and indirect impacts. Impacts might include the direct loss of habitat through conversion to urbanized uses, potential habitat fragmentation which can diminish the overall quality of habitat areas, as well as indirect impacts through the introduction of new population into previously undeveloped areas. There are several goals, policies, and actions set forth in the Conservation and Open Space Element to address these potential impacts.

Regarding the Truckee River specifically, Policy 2.1 prohibits development within established setback areas from the Truckee River, except as otherwise allowed in the Development Code. Outside of the Downtown Specific Plan Area, development shall be set back a minimum of 100 feet from the edge of the Truckee River 100-year floodplain. Within the Downtown Specific Plan Area, development shall be set back a minimum distance from the edge of the 100-year floodplain that is equivalent to one foot above the base flood elevation. More generally, Policy 2.6 calls for regulation of development and land uses along the Truckee River corridor to ensure compatibility with habitat values of the River.

Action 2.1 is to work with the Truckee River Watershed Council, Truckee Donner Recreation and Park District (TDRPD) and other agencies to develop a comprehensive, long term management plan for the Truckee River corridor within the Town limits, which should identify opportunities for riparian restoration and enhancement.

Regarding other riparian corridors and pristine natural communities in the Town, Policy 4.4 is to preserve riparian corridors through application of setbacks and other development standards. Policy 4.5 prohibits development within established setback areas for streams and waterways other than the Truckee River, except as otherwise allowed in the Development Code.

In addition to policies related specifically to riparian habitats, the Goals, Policies and Actions of the 2025 General Plan would also serve to protect other sensitive natural communities. These include those goals and policies outlined under Section C.1c., above, including policies under Goal COS-1, as well as requirements for project-specific environmental review under Goal COS-5. Discussion of policies to protect habitat from fragmentation, and to minimize indirect impacts of new development in Truckee and its proposed Sphere of Influence are also described in Section C.1.c.

Together, these goals and policies would mitigate potential impacts to riparian habitat and other sensitive natural communities to a less than significant level.

**The introduction paragraph of Chapter 4.4 Cultural Resources on Page 4.4-1 of the DEIR hereby amended as follows:**

This section summarizes information on cultural resources in Truckee, including its Sphere of Influence, generally referred to as the Town, and provides an evaluation of the effects the 2025 General Plan would have on these resources.

**The introduction paragraph of Chapter 4.5 Geology, Soils and Seismic Hazards on Page 4.5-1 of the DEIR hereby amended as follows:**

This section summarizes information on geology, soils and seismic hazards, and mineral resources in the Truckee including its Sphere of Influence, generally referred to as the Town, ~~area,~~ as well as potential area-wide geologic hazards and regional seismic characteristics that are relevant to development within this area. An evaluation of the impacts of adoption and implementation of the 2025 General Plan with regard to these potential hazards and resources follows.

**The introduction paragraph of Chapter 4.6 Cultural Resources on Page 4.6-1 of the DEIR hereby amended as follows:**

This section describes the existing environment regarding to hazards and hazardous materials in Truckee including its Sphere of Influence, generally referred to as the Town. ~~This chapter describes the existing environment in the Town of Truckee in regards to hazards and hazardous materials,~~ and analyzes the potential impacts of the 2025 General Plan. In addition to the information on hazardous materials, other hazards addressed in this section include wildland fire, avalanche and airport safety. Flooding hazards are addressed in Section 4.8: Hydrology and Water Quality

**The introduction paragraph of Chapter 4.7 Hydrology and Water Quality on Page 4.7-1 of the DEIR hereby amended as follows:**

This section summarizes information on hydrology, flooding and water quality in Truckee including its Sphere of Influence, generally referred to as the Town and its Sphere of Influence. It also provides an evaluation of the effects that the Truckee 2025 General Plan would have on these environmental factors.

**The introduction paragraph of Chapter 4.8 Land Use on Page 4.8-1 of the DEIR hereby amended as follows:**

This section presents information on the existing land use in ~~the Town of~~ Truckee including its Sphere of Influence, generally referred to as the Town, and its proposed Sphere of Influence, and describes the effects the proposed General Plan would have on these land issues.

**The introduction paragraph of Chapter 4.9 Noise on Page 4.9-1 of the DEIR hereby amended as follows:**

This section describes the existing noise environment in ~~the Town of~~ Truckee including its Sphere of Influence, generally referred to as the Town, and provides an evaluation of potential noise impacts from the Truckee General Plan. Analysis is based on a noise assessment completed by Illingworth and Rodkin, Inc.<sup>1</sup>

**The introduction paragraph of Chapter 4.10 Population, Employment and Housing on Page 4.10-1 of the DEIR hereby amended as follows:**

This section presents information on existing and projected population, employment and housing ~~within~~ Truckee including its Sphere of Influence, generally referred to as the Town, and analyzes the effects that the Truckee 2025 General Plan would have on them.

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<sup>1</sup> Illingworth and Rodkin, Technical Noise Appendix, September, 2004.

**The first full paragraph Page 4.10-2 of the DEIR hereby amended as follows:**

Truckee is unusual compared to most communities because of its high proportion of ~~second~~ seasonal and vacation homes. Approximately 46 percent of the Town's housing stock consists of second homes, whose residents are not counted among the Town's total population in the Census. This means that during peak tourism periods in the summer and winter, the Town's population can effectively double on a temporary basis. Based on the 2004 estimate, approximately 4,978 of the Town's 10,823 housing units are second or vacation homes.

**The second paragraph under Section A.3 on Page 4.10.6 of the DEIR hereby amended as follows:**

Figure 4.10-1 shows the breakdown of housing unit types in Truckee. Similar to other communities within the region, the majority of Truckee's housing stock is single-family, some with second units, accounting for 85 percent of total housing in 2000. According to the Department of Finance 2003 E-5 report, 4.6 percent of Truckee's housing units are in buildings with five or more units and 5.4 percent are in buildings with two to four units. While these percentages are similar to the housing stock profile in Nevada County, they are significantly lower than the state as a whole, where dwellings in buildings with five or more units represent almost a quarter of all housing.

**The introduction paragraph of Chapter 4.11 Public Services on Page 4.11-1 of the DEIR hereby amended as follows:**

This section presents information on community services ~~such as in Truckee~~, including police and fire protection, schools and parks and recreation; in Truckee including its Sphere of Influence, generally referred to as the Town, and describes the effects of the Truckee 2025 General Plan on the provision of these services. The discussion is organized according to the type of community service, with existing setting, standards of significance, and environmental impacts discussed separately for each public service.

**The introduction paragraph of Chapter 4.12 Traffic and Circulation on Page 4.12-1 of the DEIR hereby amended as follows:**

This section summarizes the existing traffic, circulation and transportation conditions ~~in the Town of Truckee~~, addressing vehicular traffic as well as parking transit, pedestrian and bicycle facilities, and aviation facilities; in Truckee, including its Sphere of Influence, generally referred to as the Town, and provides an evaluation of the effects the 2025 General Plan would have on these conditions. The discussion in this section is organized by these various topics, with the existing setting, standards of significance, and environmental impacts discussed separately for each. The analysis that provides the basis for this section was prepared by LSC Transportation Consultants, Inc.

**Figure 4.12-1, on Pages 4.12-5 of the DEIR is hereby amended as shown on the following page.**

The changes made to Figure 4.12-1 are in response to comment 5-5 found on page 55 and comment 5-9 on page 56 of this Final EIR

**Table 4.12-10, on Pages 4.12-41 and 4.12-42 of the DEIR is hereby amended as shown on the following page.**

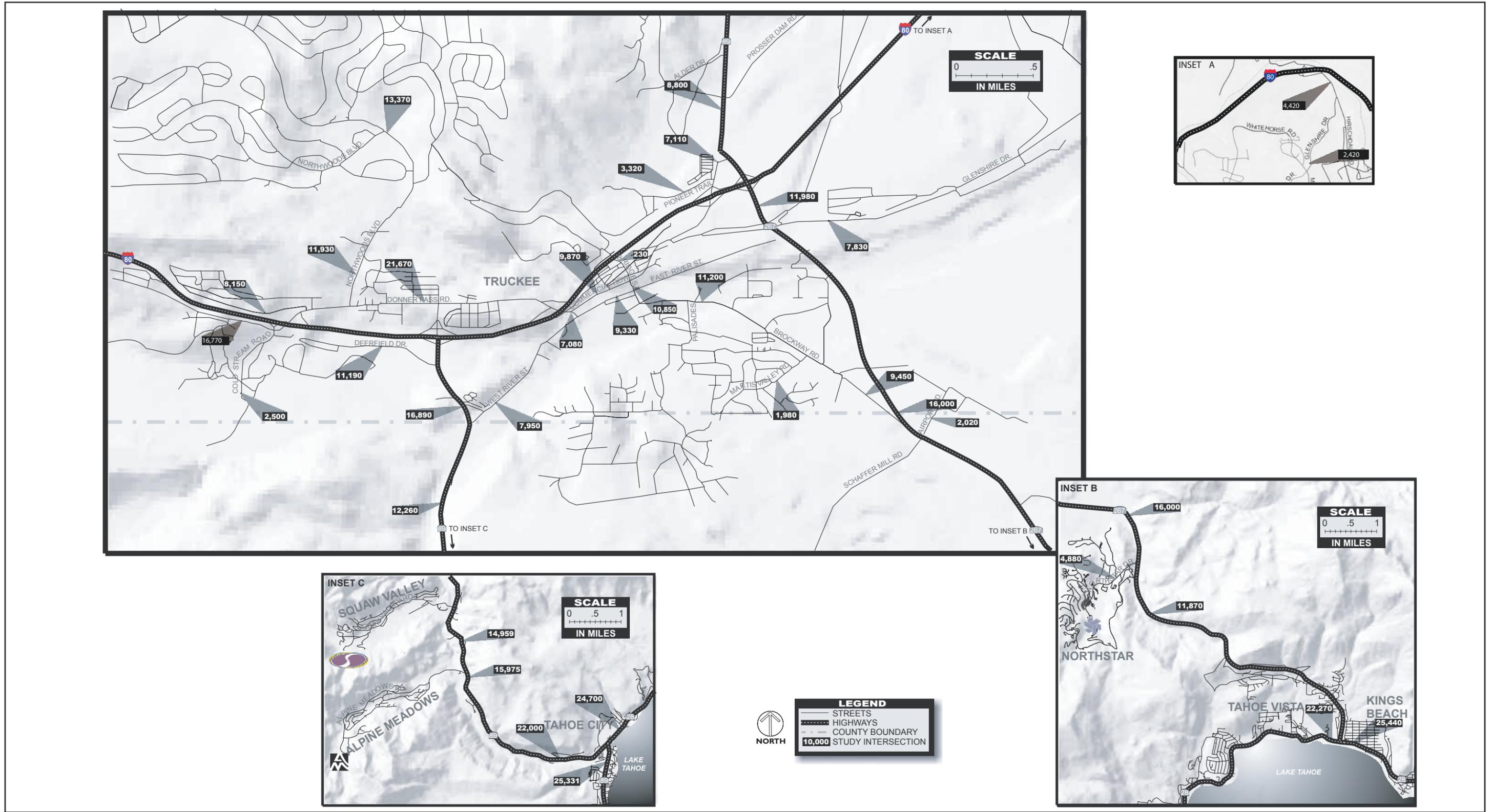
**The introduction paragraph of Chapter 4.13 Utilities and Service Systems on Page 4.13-1 of the DEIR hereby amended as follows:**

This section describes the existing infrastructure related to water, wastewater, storm water drainage and solid waste disposal in Truckee including its Sphere of Influence, generally referred to as the Town. Potential impacts from the 2025 General Plan to the provision of these services are also discussed. The following is organized according to type of utility, with existing conditions, standards of significance and analysis of project- and specific cumulative impacts analyzed individually.

**The first paragraph undersubsection A.5.a on Page 4.13-37 of the DEIR is hereby amended as follows:**

a. Level of Service

The 2025 General Plan was evaluated to quantify the projected traffic that would be generated under its buildout. A detailed breakdown of land uses assumed for the buildout of the existing 1996 General Plan and the proposed 2025 General Plan is provided in the Project Description in Chapter 3, and in Appendix A; however some of the key ~~the~~ assumptions of the proposed 2025 General Plan are summarized below:



Source: 2004 Peak Month Data, LSC Transportation Consultants, Inc.

FIGURE 4.12-1

**MAIN ROUTES AND AVERAGE DAILY TOTAL (ADT) TRAFFIC VOLUMES**

TABLE 4.12-10 2025 INTERSECTION LOS -- BUILDOUT OF TRUCKEE 2025 GENERAL PLAN

#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
<b>Summer 2025 PM Peak-Hour LOS</b>						
1.	Donner Pass Road/Cold Stream Road/I-80 EB Ramps	4-Way Stop-Controlled	Worst Movement	F	Construct two-lane roundabout with 90-foot island diameter and 30-foot circulating width	B
			Total Intersection	F		B
2.	Donner Pass Road/I-80 WB Ramps (West Interchange)	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		B
3.	Donner Pass Road/Northwoods Boulevard	Traffic Signal	Total Intersection	C	No Mitigation Required	C
4.	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E	Construct NBL and NBT/R Shared (Remove L/T Shared and RT), Provide EBRT Overlap Timing	D
4.	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E		Construct Two-Lane Roundabout with 75-Foot Island Diameter and 30-Foot Circulating Width
5.	SR 89 South/Deerfield Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
6.	SR 89 South/West River Street	Traffic Signal	Total Intersection	B	No Mitigation Required *	B
7.	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	E	No Mitigation Required	E
			Total Intersection	A		A
8.	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement	E	No Mitigation Required	E
			Total Intersection	A		A
9.	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		C
9.	West River Street/McIver Crossing	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 60-Foot Island and 24-Foot Circulating Width	B
			Total Intersection	F		B
10.	Donner Pass Road/Bridge Street (1)	3-Way Stop-Controlled	Worst Movement	F	Signalize, Construct NBL/T Shared, NBR (remove L/T/R Shared), SBR, SBL/T Shared (Remove SBL/T/R Shared), 2nd WBLT and Provide EBRT and NBRT Overlap Timing	--
			Total Intersection	F		E
11.	Bridge Street/West River Street	Two-Way Stop Controlled	Worst Movement	F	Signalize, Construct 2nd NBL (2 Total), SBT, SBR (Remove SBT/R Shared) and Provide EBRT Overlap Timing	--
			Total Intersection	F		E
12.	Brockway Road/Palisades Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
13.	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Signalize and Construct EBR	--
			Total Intersection	F		D
13.	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement	F	Construct Single-Lane Roundabout with 90-Foot Island and 20-Foot Circulating Width	D
			Total Intersection	F		C
14.	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	B	No Mitigation Required	B
			Total Intersection	A		A
15.	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement	F	Signalize	--
			Total Intersection	F		B
16.	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F	Signalize with Addition of 4th Westbound Leg and Associated Turn Lanes	--
			Total Intersection	F		D
16.	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement	F	Construct Roundabout with 85-Foot Island Diameter and 24-Foot Circulating Width	D
			Total Intersection	F		C

#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
<b>Summer 2025 PM Peak-Hour LOS</b>						
17.	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement Total Intersection	F <b>F</b>	Signalize, Construct 2nd NBL (2 Total), NBR, SBL, WBL, WBT/R, 2nd EBL (2 Total), EBT and Provide NBRT, SBRT, EBRT Overlap Timing	-- D
17.	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement Total Intersection	F <b>F</b>	Construct Two-Lane Roundabout with 35-Foot Circulating Width and 115-Foot Island Diameter	D B
18.	SR 267/I-80 Westbound Ramps	Traffic Signal	Total Intersection	F	Construct NBL (2 Total) <u>**</u> and SBT (2 Total)	D
18.	SR 267/I-80 Westbound Ramps	Traffic Signal	Worst Movement Total Intersection	F --	Construct Two-Lane Roundabout with 34-Foot Circulating Width and 160-Foot Island Diameter	D C
19.	SR 267/I-80 Eastbound Ramps	Traffic Signal	Total Intersection	F	Construct 2nd NBT, 2nd SBT, and 2nd SBL	D
19.	SR 267/I-80 Eastbound Ramps	Traffic Signal	Worst Movement Total Movement	F --	Construct Two-Lane Roundabout with 34-Foot Circulating Width and 100-Foot Island Diameter	D C
20.	SR 267/Brockway Road	Traffic Signal	Total Intersection	F	Construct 2nd NBL, 2 NBT, NBR (Remove NBT/R Shared), 2nd SBT, 2 EBL, EBT (Remove EBT/L Shared), WBL, WBT, WBR (Remove WBL/T/R Shared) and Provide SBRT, EBRT, and WBRT Overlap Timing	D
20A.	Glenshire Drive/Whitehorse Drive/Martis Peak Road	Two-Way Stop Controlled	Worst Movement Total Intersection	B A	No Mitigation Required	B A
21.	SR 267/Schaffer Mill Road/Airport Road	Traffic Signal	Total Intersection	F	Add NBT (2 total) and SBT (2 total)	C
		Two-Way Stop Controlled	Worst Movement Total Intersection	F D	Construct Southbound Acceleration Lane	<b>F</b> A
22.	SR 267/Waddle Ranch		Total Intersection	D		A
23.	SR 267/Northstar Drive	Traffic Signal	Total Intersection	C	Construct 2 <sup>nd</sup> EBL	C
		Two-Way Stop Controlled	Worst Movement Total Intersection	F B	No Mitigation Required <i>Signal Warrant Not Met</i>	<b>F</b> B
24.	SR 267/Highlands Drive		Total Intersection	B		B
25.	SR 267/SR 28	Traffic Signal	Total Intersection	F	Construct WBR with Overlap Timing	E
26.	SR 89/Squaw Valley Road	Traffic Signal	Total Intersection	E	No Mitigation Required	E
		Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize	-- C
27.	SR 89/Alpine Meadows Road		Total Intersection	F		C
		Two-Way Stop Controlled	Worst Movement Total Intersection	D A	No Mitigation Required	D A
28.	SR 89/Fairway Drive		Total Intersection	A		A
29.	SR 89/SR 28 "Wye"	Traffic Signal	Total Intersection	C	No Mitigation Required	C

Note: Intersections where LOS is exceeded are shown in bold.

NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane

\* This intersection will be improved as part of the "Mousehole" project to provide two SBLs through the intersection.

\*\* A NB right turn to WB loop on ramp could be constructed at the SR 267/I-80 intersection instead of a NBL and SBT.

Source: LSC Transportation Consultants, Inc