

### 3 PROJECT DESCRIPTION

This EIR provides an assessment of the Draft Town of Truckee 2025 General Plan Update, published on May 15, 2006.

The 2025 General Plan would supersede the previous General Plan, which was adopted in 1996. It would provide the control and regulation necessary to ensure that Truckee's mountain community character, quality of life, natural resources and open space will be preserved, especially in the face of growth and development pressures. The proposed update involves some changes to the General Plan Land Use Designations and map, and revises, reorganizes and adds to the guiding principles, goals, policies and actions of the 1996 General Plan to guide development and conservation in Truckee through 2025. The proposed General Plan contains the following elements: Land Use, Community Character, Circulation, Economic Development, Conservation and Open Space, Noise, and Safety. The Housing Element, which is a required element of the General Plan, was updated and adopted by the Town of Truckee in 2005, and so is not addressed in the analysis in this Draft EIR.

In compliance with the California Environmental Quality Act, (CEQA), this EIR describes the potential environmental impacts associated with the implementation of the 2025 General Plan. The Town of Truckee is the Lead Agency for the environmental review of the proposed project.

#### *A. Location and Setting*

The Town of Truckee is located in the Lake Tahoe region of north-eastern California. As shown in Figure 3-1, Truckee is in the eastern part of Nevada County, approximately 12 miles north of Lake Tahoe, 30 miles west of Reno, Nevada and 100 miles east of Sacramento. The Town lies just east of the Sierra Nevada's crest at Donner Pass, within the valley of the Truckee River and surrounding upland areas.

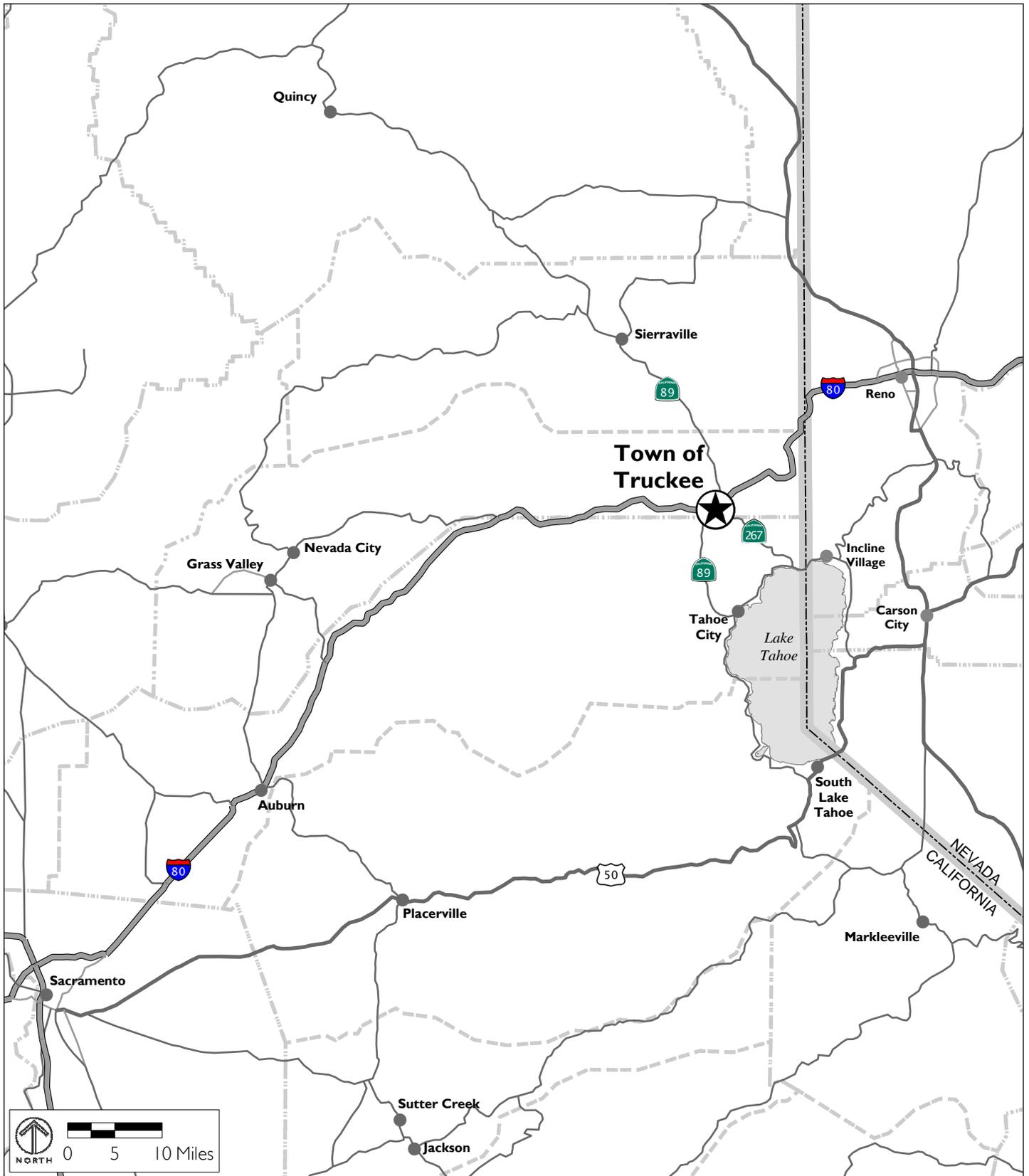


FIGURE 3-1

REGIONAL LOCATION

The Town of Truckee, incorporated in 1993, today covers an area of approximately 34 square miles. I-80 and the Union Pacific Railroad, both major transcontinental transportation routes, and the Truckee River, each divide the Town, traveling roughly east to west.

The Nevada County line forms Truckee's southern boundary; apart from the Truckee-Tahoe Airport and a small amount of residential development adjacent to the Sierra Meadows neighborhood in Placer County, the Town is bordered in all directions by undeveloped open space lands.

The Town's setting within the high mountain environment of the Sierra Nevada mountain range has a strong influence on the Town's topography. Dramatic mountain peaks lie beyond the Town limits to the east, west and south. Topography within the Town varies widely, with elevations ranging from a low point of 5,700 feet at the Truckee River near Boca, to nearly 7,500 feet in upland areas in the Tahoe Donner neighborhood in the Town's northwest corner. Forested upland areas are concentrated within the west and northern parts of the Town, with more moderate, rolling terrain of treed rangeland and scrub extending southeast of the Truckee River to the Martis Valley. Donner Lake, an 830-acre freshwater lake, is a dominant feature of the western part of the Town, occupying much of the area between I-80 and the Placer County line.

### *B. Existing Development Patterns*

The Town limits encompass an historic downtown core, located adjacent to the Truckee River, a newer regional retail and public service oriented area in the Gateway area along Donner Pass Road, and a series of dispersed residential neighborhoods. The town also has two light industrial areas, one located north of I-80, just north of the Downtown, and another near the Truckee-Tahoe Airport, which lies just outside of the town limits to the southeast, near the Placer County line. More information on existing land uses in Truckee, including a map of existing land use and a summary of the area

taken up by each major type of land use is included in Chapter 4.8. Quantities and square footage of existing residential and non-residential development are shown in Table 3-1.

The 2000 U.S. Census indicated that there were 13,864 residents in the Town of Truckee and 9,757 housing units. Census data indicates that total number of housing units in the Town of Truckee increased by approximately 2,820 units from 1990 to 2000, from 6,940 units, representing an annual rate of approximately 3.5 percent. As of April 2004, there were 10,823 housing units in Truckee, and an additional 188 units were built by January 2005. The total increase of 1,254 units over the 2000 number corresponds to an annual growth rate of 2.4 percent, slower than in the previous decade.<sup>1</sup> Analysis in this EIR uses 10,823 units as the baseline for existing residential development.

Truckee is unusual compared to most communities because of its high proportion of second 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.

Average household size has shown a downward trend over the past 15 years. In 1990, the average household in Truckee was 2.7 persons, this number declined to 2.68 persons per household by 2000.<sup>2</sup> The average household size in Truckee in 2004 was estimated at 2.63 persons per household in 2004.

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<sup>1</sup> Census 2000, Town of Truckee, January 2005.

<sup>2</sup> Census 1990, Census 2000, Department of Finance, January 2004.

**TOWN OF TRUCKEE**  
**2025 GENERAL PLAN EIR**  
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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.

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

As of 2004, existing non-residential development in the Town included approximately 940,000 square feet of general commercial, 500,000 square feet of office development, and 650,000 square feet of industrial/warehouse development.<sup>3</sup>

### *C. Project Area*

The 2025 General Plan identifies three distinct planning units, the Town Limits, the Proposed Sphere of Influence, and the Planning Area. The Town Limits and proposed sphere are shown in Figure 3-2, and the Planning Area is shown in Figure 3-3. Each of these areas is described below.

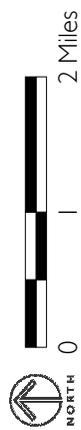
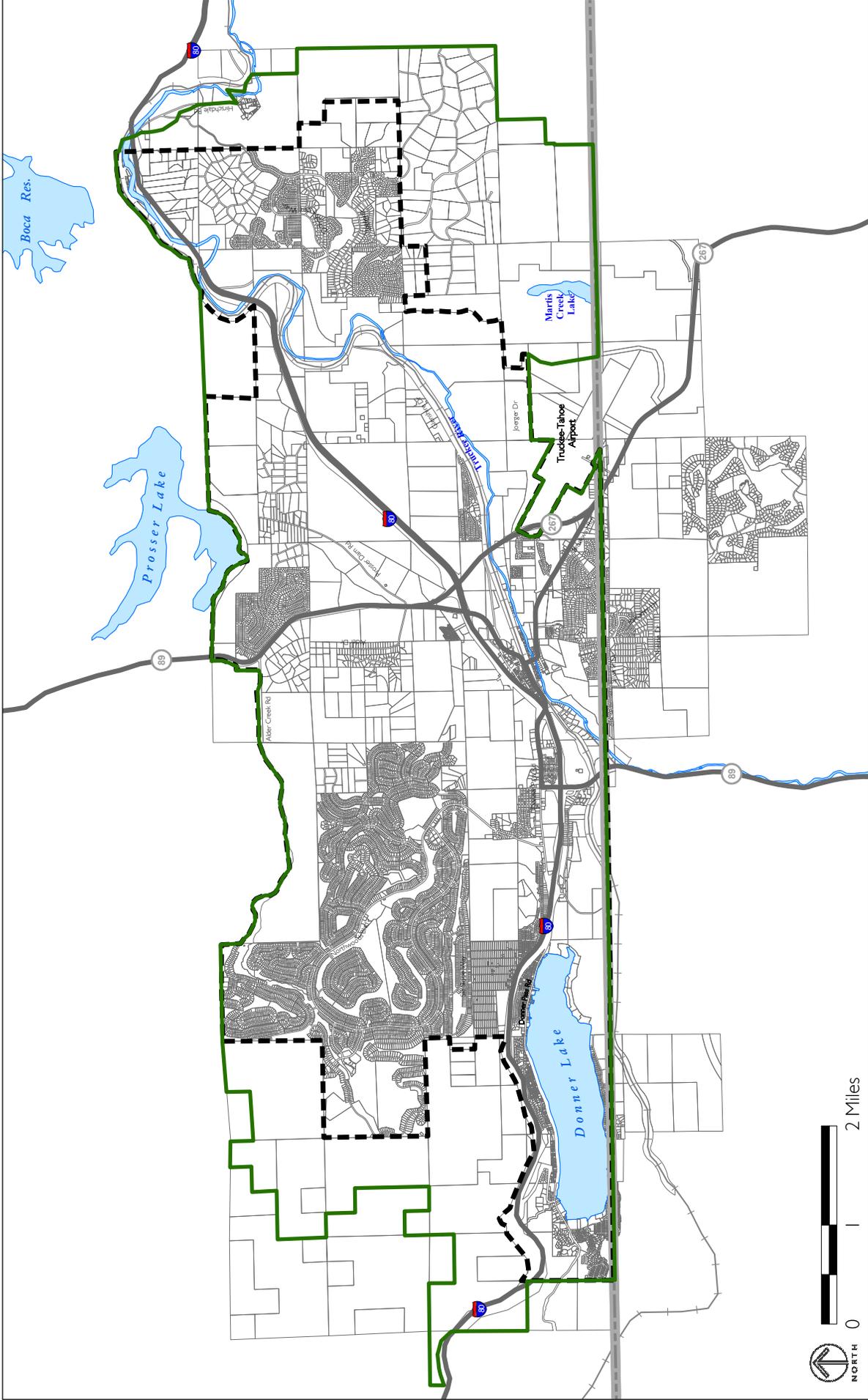
Since the 2025 General Plan only proposes changes within the Town Limits and Sphere of Influence, and not the Planning Area, this EIR focuses on the analysis of potential changes within the Town Limits and Sphere of Influence. No changes to the proposed sphere or annexation areas are proposed in the General Plan Update.

#### **1. Truckee Town Limits**

Property within the existing Truckee town limits was annexed into the Town at the time of its incorporation in 1993, and comprises about 34 square miles. The Town of Truckee has primary authority over land use and other governmental actions within this area.

#### **2. Proposed Sphere of Influence**

The Town's current sphere of influence is coterminous with the Town limits. Truckee's proposed Sphere of Influence reflects the area outside of the Town limits, within unincorporated Nevada County, which the Town expects to annex in future years. As shown in Figure 3-2, Truckee's proposed sphere includes areas west and east of the Town limits, and a small area north of the Town limits along Prosser Creek.



**FIGURE 3-2**

**TRUCKEE TOWN LIMITS AND IMMEDIATE VICINITY**

- Proposed Sphere of Influence
- County Boundary
- Parcels
- Truckee Town Limits
- Interstate or Highway
- Railroad

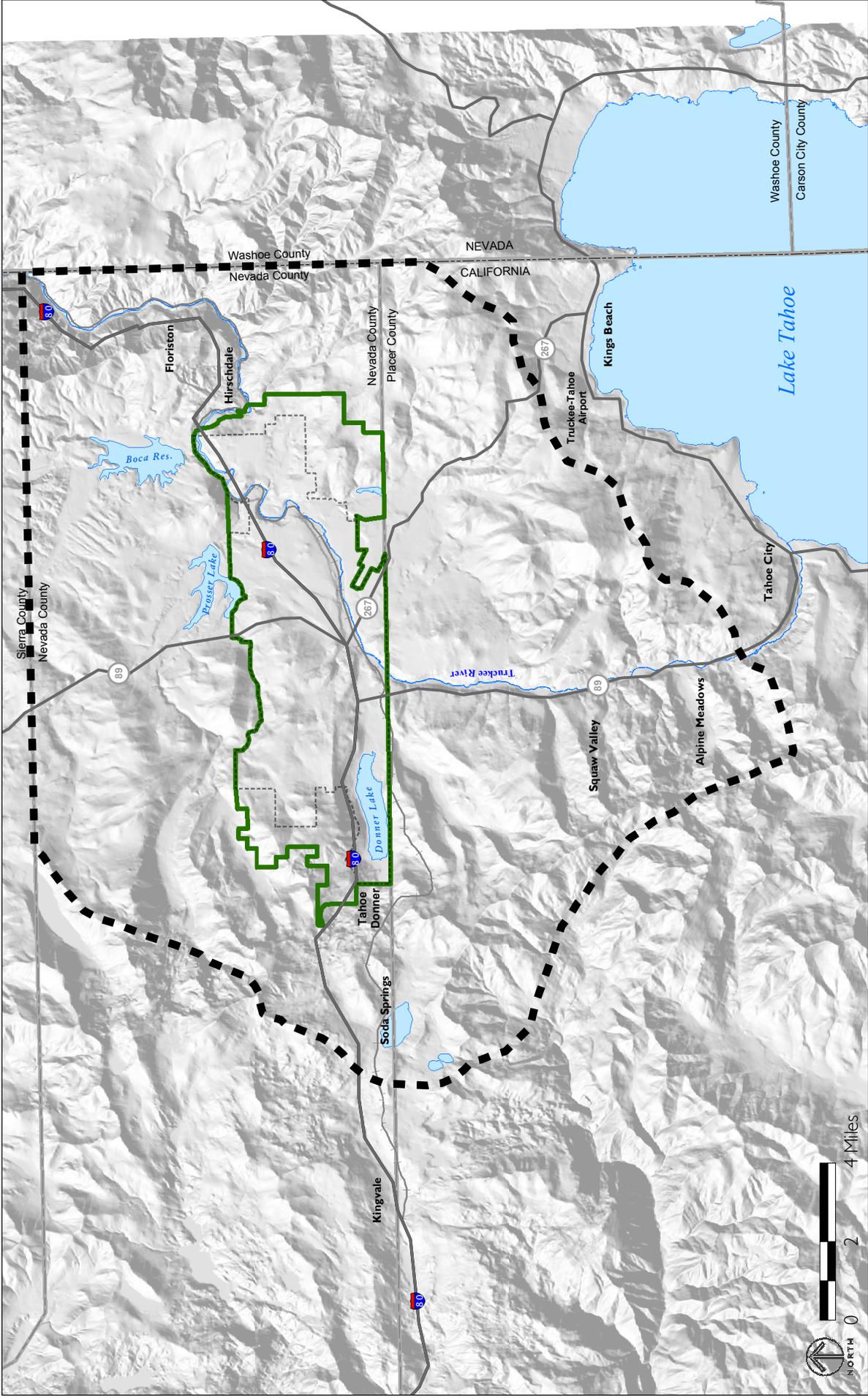


FIGURE 3-3

PLANNING AREA

### 3. Planning Area

The State encourages cities and towns to look beyond their borders when undertaking a comprehensive planning effort like that of the General Plan. For this reason, the General Plan assesses an area known as the Planning Area, which is larger than the Town Limits. It includes a large area surrounding the Town, extending north to the Sierra County line, west to the Nevada State line, east to Donner Summit and south to the Tahoe Regional Planning Agency boundary, encompassing the Northstar, Alpine Meadows and Squaw Valley ski areas.

While the Town does not have regulatory power over the Planning Area, it signals to Nevada County and Placer County, and other nearby local and regional authorities that Truckee recognizes that development within this area has an impact on the future of the Town. Under State law, the Town's Planning Area is to encompass all lands, including those that extend beyond its boundaries that "bear a relation to the Town's planning."<sup>4</sup> However, the unincorporated portion of the Truckee Planning Area will remain under the jurisdiction of Placer County and Nevada County.

#### *D. General Plan Objectives*

The Truckee General Plan is the principal policy document for guiding future conservation and development of the Town. It represents an agreement among the citizens of Truckee on basic community values, ideals and aspirations to govern a shared environment. The Plan has a long-term horizon, addressing a time-frame through 2025, yet it brings a deliberate, overall direction to the day-to-day decisions of the Town Council, its commissions and Town staff.

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<sup>4</sup> California Government Code, Section 65300.

The Truckee General Plan covers the incorporated area of the Town and the proposed Sphere of Influence. The General Plan is intended to direct Truckee's growth to achieve beneficial ends. It addresses the concerns that Truckee's residents, businesses and taxpayers have raised about the magnitude and location of growth. The Plan is meant to reflect the community's shared values and determination of what Truckee is and should continue to be.

The overall role of the Truckee General Plan is to:

- ◆ Define a realistic vision of what the Town intends to be in 20 years;
- ◆ Express the desires of Truckee residents in regard to the physical, social, economic, cultural, and environmental character of the town;
- ◆ Serve as a comprehensive guide for making decisions about land use, economic development, road improvements, or protection of natural resources and public health and safety;
- ◆ Chart the course of conservation and development that will determine the future character of Truckee;
- ◆ Serve as the Town's "constitution" for land use and community development. That is, provide the legal foundation for all zoning, subdivision, and public facilities ordinances, decisions, and projects – all of which must be consistent with the General Plan; and
- ◆ Be in a clear and easy to understand format that encourages public debate and understanding.

#### *E. The General Plan Update Process*

The General Plan Update has been prepared over a period of approximately four years by Town staff and a consultant team, under the guidance of the Town Council and Planning Commission. The Update process occurred in three phases: Phase I was a six-month process to gather information and community input that set the broad direction for the Plan; Phase II involved refinement of goals and specific policy direction that was translated into the

Draft General Plan. The third phase is the process to review and adopt the final General Plan.

### **1. Phase I Process**

Phase I of the General Plan Update process began in February 2003 with an extensive community information gathering phase, lasting approximately six months, to assemble information on existing conditions in the Town and gather public input on community priorities and topics of concern. The major components of Phase I were: a community-wide questionnaire; distributed to all town residents and property-owners; stakeholder interviews; an existing conditions “Briefing Book;” and a series of community workshops. The Phase I process produced a focused list of issues to be addressed in the Update process, a slightly revised Town Vision Statement and broad community awareness and interest in Truckee’s 2025 General Plan Update process.

### **2. Phase II Process**

Phase II of the Update involved an additional series of public workshops to define the major goals and policy direction of the General Plan, and the process of writing and preliminary review of the document by the Town Council and the Planning Commission. This second phase began in September 2003 with a series of six focused public workshops to develop major goals, objectives and policies and to develop a final Land Use Map for the General Plan. Based on the results of the workshops, Town staff and the consultant team created preliminary drafts of each General Plan Element, which were presented to the Planning Commission and Town Council for review and comment in three sets of public meetings held between April and November 2004. Recommendations for changes to the Elements received from the Planning Commission and Town Council were incorporated into a set of preliminary Draft Elements that were reviewed over the course of several meetings by the Planning Commission and Town Council during 2005. Comments on the preliminary drafts were incorporated into the Draft General Plan, which was released for public review on May 15, 2006.

### **3. Public Review and Adoption**

Phase III of the General Plan Update is the process to publicly review and adopt the General Plan. As required by State law, the 2025 General Plan will be circulated for a 60-day period along with this Draft EIR during May, June and July 2006, officially starting on May 15, 2006. During this time, the public will be allowed to submit additional written comments. All comments received during this time will be taken into consideration at the public hearings held in front of the Planning Commission and Town Council. In considering the General Plan, the Town's Planning Commission and Town Council will review the document and this accompanying EIR. Once the EIR is certified, the Town Council will consider the adoption of the General Plan to guide development in Truckee.

#### *F. General Plan Vision and Major Concepts*

The General Plan Update was based on the "Vision for Truckee," a statement of the community's vision of the Town today, and the aspirations for what it will be in 2025. The Vision for Truckee identifies a number of key components that contribute to the Town's essential character and would be protected in the future, and aspects that would be built upon and improved to strengthen the environmental, social and economic fabric of the community.

In the Vision for Truckee, the Town would protect the critical environmental resources that provide the scenic, open space and recreational opportunities underpinning the community's character, quality of life, and local economy. The Vision would manage growth so that Truckee's small mountain-town character, its open spaces, and its scenic resources are preserved. New development would foster connectivity, as would improvement to the Town's circulation systems, and alternate modes of transportation would be encouraged. The Vision for Truckee would also seek to promote a balanced, healthy, year-round economy, and to provide a mix of housing that meets the needs of all Truckee's residents. Regional cooperation would be promoted as a means to address issues that cross the Town's borders.

The 2025 General Plan directs the Town to promote compact, infill and clustered development, and to actively work to preserve publicly-accessible open space throughout Truckee. New residential development is to occur within and immediately adjacent to existing developed areas, with greatest development density focused around the Downtown core, in the Gateway Area, and south of the Downtown along Brockway Road. The 2025 General Plan seeks to strengthen the Town's centers, including the historic Downtown, which is to remain the social and commercial heart of the community. The Gateway area is to remain as a complementary, local-serving mixed-use center, and other commercial and neighborhood centers would be neighborhood focal points that can serve daily shopping needs and provide nodes of community activity and interaction.

The 2025 General Plan supports the goals and policies of the Housing Element, which was updated and adopted by the Town in 2005, by designating appropriate sites for a diversity of housing, and by promoting infill development and minimum development densities on land designated for higher density residential development. Through imposition of performance standards for new development, new growth is to improve the overall quality and character of the Town's environment. New development is to be conditional on the ability to be supported by public services and infrastructure, and must fit with Truckee's small, mountain-town character. Clustered development, a key concept in the 2025 General Plan, would provide for the aggregation of the allowed development on a particular site to maximize the preservation of open space, avoid hazards, and minimize or avoid impacts to sensitive environmental resources. The updated General Plan also seeks to minimize and avoid potential land use incompatibilities by establishing community noise standards and by maintaining compatibility with uses at the Truckee-Tahoe Airport, in accordance with its comprehensive land use plan.

An overall goal of the 2025 General Plan is to ensure that new development does not have adverse impacts on the environment. Special emphasis is placed on permanent protection of open space, preservation of special-status and

sensitive species, important habitat areas and wildlife migration routes, wetlands, and riparian habitats, particularly the Truckee River and other drainages and water bodies in the Town, such as Donner Lake. Measures implemented under the 2025 General Plan would help minimize the potential for air quality pollution, particularly particulate matter, and water quality pollution from both point and non-point sources. New development under the General Plan would also consider and minimize risks associated with geologic, wildland fire, avalanche, flooding, and other hazards. The clustered development concept described above is central to achieving this goal, in conjunction with other policies that seek to avoid or minimize environmental impacts.

The updated General Plan foresees protecting the Town's natural and scenic resources, including open space areas and prominent hillsides, blufflines, and ridgelines, as well as identified scenic corridors along I-80 and SR 89 North. In particular, the 2025 General Plan seeks to increase the amount of permanently protected public open space in the Town, and to provide for the long-term preservation and management of these resources. In addition, the 2025 General Plan aims to protect Truckee's historic, cultural, archaeological and paleontological resources, which reinforce the Town's community character and cultural heritage. Design standards for new development are to be enforced to maintain and enhance the appearance of the Town and preserve Truckee's community character. Key areas have been targeted for improvement and enhancement of their urban design and pedestrian quality, including the historic Downtown, the Gateway area, and important town gateways and corridors.

The 2025 General Plan seeks to enhance Truckee's circulation network and to ensure acceptable levels of service in the future by implementing improvements to the Town's roadway network. In certain cases, where roadway improvements would be contrary to community character goals, the 2025 General Plan would limit development to a level where road widening would not be necessary. The 2025 General Plan also seeks to increase opportunities for non-automotive modes of travel by improving and expand of the pedestrian

and bicycle network, improving connectivity of development and open space areas, and supporting improved transit service.

The 2025 General Plan anticipates coordinating with adjacent jurisdictions, including Nevada County and Placer County, towards meeting the Town’s goals and ensuring that growth and development outside of the Town limits does not have undue negative impacts on Truckee. The overall combination of policies and actions envisioned by the 2025 General Plan will help Truckee grow and prosper, providing economic and housing opportunities for all residents, while maintaining the small-town, scenic and historic qualities that are an important part of its identity, quality of life, and attractiveness as a visitor destination.

### *G. General Plan Chapters*

The 2025 General Plan includes an introduction and a brief overview of Truckee, as well as seven separate “elements” that set guiding principles, goals, policies and actions for a given subject. Five of these elements cover the seven topics required by Government Code Section 65302, while the remaining two elements have been prepared by the Town to meet local needs and concerns. The elements that form the General Plan are briefly described below:

- ◆ *Land Use Element.* The Land Use Element designates all lands within the Town for a specific use such as housing, business, industry, open space, recreation, or institutional use. The Land Use Element provides development regulations for each land use category and also provides overall land use policies for the Town. It also encompasses the provision of public services and infrastructure to support the land uses foreseen in the General Plan.
- ◆ *Community Character Element.* This Element provides information and guidelines on visual and design resources, historic buildings, and archaeological and cultural resources.

- ◆ *Circulation Element.* This Element specifies the general location and extent of existing and proposed major streets and other transportation facilities, including the pedestrian trails and bikeways, rail transportation, and the airport. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.
- ◆ *Economic Development Element.* This element contains goals, objectives, policies and actions to encourage the development of desired economic activities throughout the Town.
- ◆ *Conservation and Open Space Element.* This element combines two elements required under State law: the Conservation Element and the Open Space Element. It addresses the preservation of open space that serves a variety of functions, and the conservation, development, and utilization of natural resources.
- ◆ *Noise Element.* This element addresses noise environment in the community and analyzes and quantifies current and projected noise levels from a variety of sources. The Noise Element includes goals, objectives, policies and actions to address current and foreseeable noise issues.
- ◆ *Safety Element.* The Safety Element strives to protect the community from risks associated with the effects of seismic hazards, other geologic hazards, avalanches, flooding, wildland and urban fires, and airport operations.

The Truckee Housing Element, which is a required Element of the General Plan, was updated and adopted in 2005, and was subject to a separate environmental review under CEQA. Following adoption of the 2025 General Plan Update, the 2005 Housing Element will be included, in its entirety and unamended, as one of the chapters of the General Plan.

In order to ensure the General Plan is a functional document that will be used by Truckee's staff and decision-makers, the Town will separately adopt an Implementation Program for the General Plan consisting of a summary of the actions contained in the seven elements. The Implementation Program will

set out the ways that the actions of the other elements are to be put into practice.

#### *H. Guiding Principles, Goals, Policies and Actions*

Chapters 2 through 8 of the General Plan Update propose a series of guiding principles, goals and policies that comprise the heart of the General Plan.

- ◆ A *guiding principle* is a description of the general desired result that the Town seeks to create through the implementation of its General Plan.
- ◆ A *goal* is a specific condition or end that serves as a concrete step towards attaining the end state described in each of the guiding principles. Goals are intended to be clearly achievable, and, when possible, measurable. There are one or more goals for each General Plan guiding principle.
- ◆ A *policy* is a specific statement that guides decision-making in working to achieve an objective. Such policies, once adopted, represent statements of Town regulation and require no further implementation. The General Plan's policies set out the standards that will be used by Town staff, the Planning Commission and Town Council in their review of land development projects and in decision-making about Town actions.
- ◆ An *action* is a program, implementation measure, procedure, or technique intended to help to achieve a specified goal. In the General Plan, not every policy has an accompanying action, since many of the policies will be enacted through on-going actions and processes, such as the development review process, that are already established and operational.

#### *I. Proposed Land Use Designations and Land Use Changes*

The following provides a summary of some of the major land use changes between the 1996 General Plan and the 2025 General Plan.

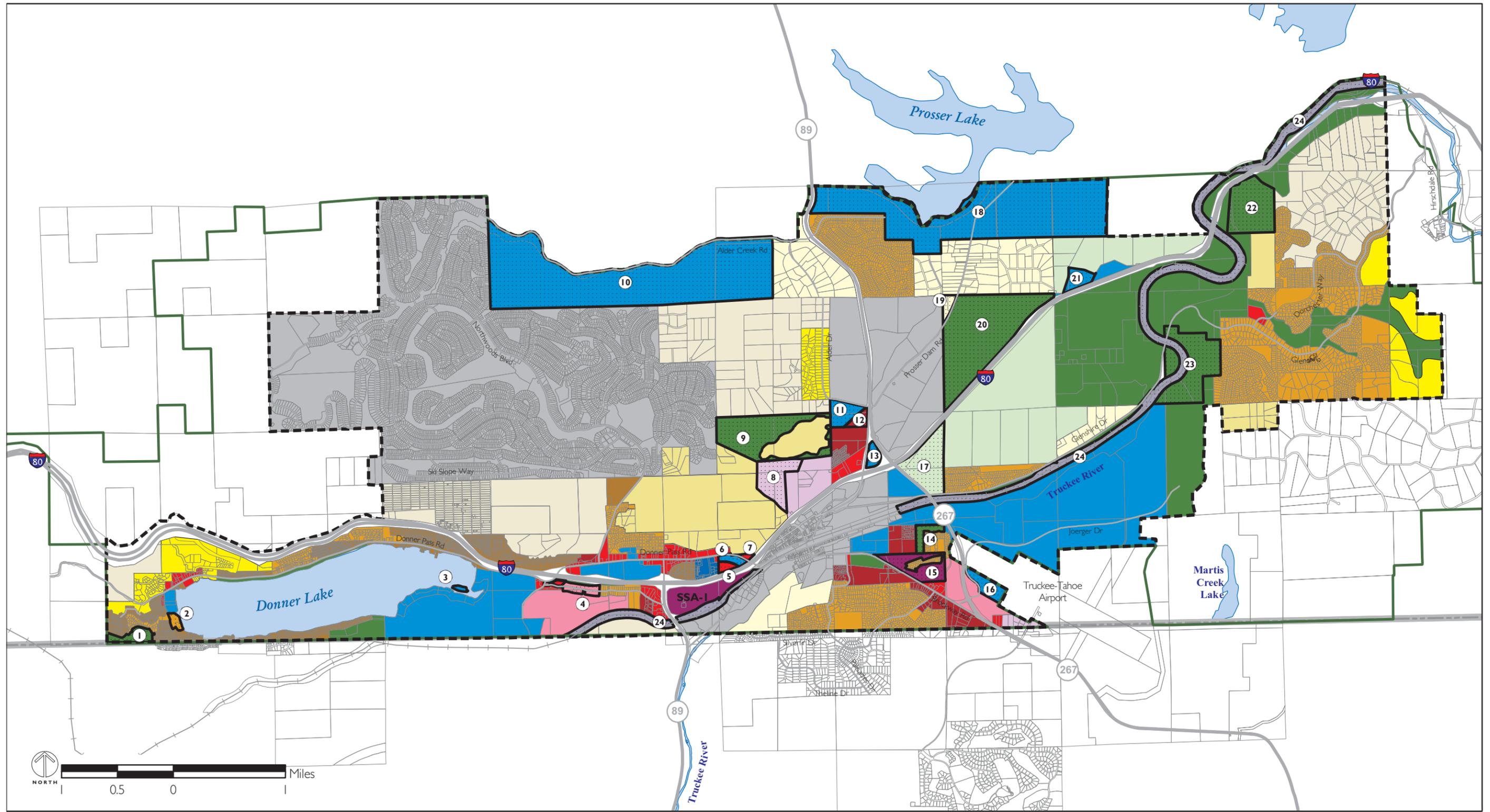
### 1. Proposed Land Use Categories

The General Plan proposes to retain all of the existing General Plan land use categories, with some revisions to their definitions. One new land use designation, Rail Transportation Corridor, is proposed. One land use designation, National Forest, which in the 1996 General Plan is only applied in conjunction with other designations, would be redefined as an Overlay Designation.

Table 3-2 lists all of the 2025 General Plan's proposed and use designations, and the amount of land within Truckee that would be dedicated to each. Proposed land use designations are shown in Figure 3-4, which also indicates areas whose land use designations would be modified, relative to the 1996 General Plan. These specific changes are discussed in greater detail in Section I.2, below. The existing land use categories to be retained and proposed changes to their definitions are as follows:

#### a. Open Space Designations

- ◆ **Resource Conservation/Open Space (RC/OS):** No changes are proposed to this land use designation.
- ◆ **Open Space Recreation (OSR):** One change proposed to this designation is an allowance for some exceptions to the requirement that 90 percent of the land area of sites within the OSR designation to be retained in open space. Such exceptions would be allowed only when it could be shown that other goals and policies of the 2025 General Plan would be substantially furthered. A provision for exceptions to the "counting" of residential uses against total allowed development would also be made in cases where mixed-use and affordable housing goals are met.



Land Use Map Change Area  
(Numbers are Keyed to Table 3-3)

FIGURE 3-4

GENERAL PLAN LAND USE MAP CHANGES

Back of Figure 3-4  
2025 General Plan Land Use Map Designations and Changes

**TOWN OF TRUCKEE**  
**2025 GENERAL PLAN EIR**  
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TABLE 3-2 **ACREAGE OF 2025 GENERAL PLAN LAND USE DESIGNATIONS**

<b>Land Use Designations Within Town Limits</b>		
<b>Designation</b>	<b>Acres</b>	<b>Percentage of Total Area Within Town Limits</b>
Open Space Recreation	311	1.56%
Resource Conservation/Open Space	3,021	15.14%
Public	3,055	15.31%
Public (Hospital/Office)	22	0.11%
Commercial	216	1.08%
Industrial	180	0.90%
Rail Transportation Corridor	431	2.16%
Residential Cluster (5 and 10 Acres)	2,969	14.88%
Residential (0.5 to 6 du/acre)	3,799	19.04%
High Density Residential	252	1.26%
Special Study Areas	130	0.65%
Downtown Specific Plan Area	533	2.67%
Gray's Crossing Specific Plan Area	730	3.66%
Tahoe Donner Plan Area	4,035	20.23%
Planned Community Areas	266	1.33%
<i>Subtotal</i>	<i>19,950</i>	<i>100%</i>
<b>Land Use Designations within Proposed Sphere of Influence</b>		
Open Space Recreation	11	0.16%
Resource Conservation/Open Space	3,491	60.17%
Residential Cluster (10 Acres)	493	6.76%
Residential (0.33 to 0.5 du/acre)	224	3.07%
High Density Residential	6	0.08%
Planned Residential Development	2,172	29.77%
<i>Subtotal</i>	<i>7,298</i>	<i>100%</i>

b. Commercial, Industrial and Public Land Use Designations

The following changes are proposed to commercial, industrial and public land use designations within the Town Limits:

- ◆ **Commercial (C):** The Commercial designation would be modified to increase the allowed residential density from 1.5 to between four and 12 dwelling units per acre, and to require a minimum density of six dwelling units per acre for all residential development that occurs on land within the C designation. Large residential developments were added as an allowed use, along with live-work type uses.
- ◆ **Industrial (IND):** The IND designation was modified to allow live-work uses and residential uses in the context of providing employee housing. Non-industrial uses that relate to, or are supportive of, the primary industrial uses were added as an allowed use in this designation.
- ◆ **Public (PUB):** No changes are proposed to this land use designation.
- ◆ **Public Hospital/Office (PUB H/O):** No changes are proposed to this land use designation.
- ◆ **Rail Transportation Corridor (RTC):** The RTC designation would be a new land use designation in the 2025 General Plan. This designation is described in Land Use Policy 2.4 in the existing 1996 General Plan. However, it is not shown in the General Plan Land Use Map, or described among the other Land Use Designations in the Element. The 2025 General Plan would add this designation to the Land Use Map and would add a description of its allowed uses among the other land use designations in the Land Use Element. The area designated and the uses allowed correspond with the description provided under Land Use Policy 2.4 in the 1996 General Plan.

c. Residential Land Use Designations

The following changes are proposed to residential land use designations within the Town Limits:

- ◆ **Residential Cluster: 1 unit per 5 acres or 1 unit per 10 acres (RC-5 and RC-10).** This designation would retain all of the characteristics of

the designation as defined in the 1996 General Plan. The 2025 General Plan provides additional guidelines for clustered development, but the overall densities allowed under this designation would be as described in the 1996 General Plan.

- ◆ **Residential:** This designation would retain most of the characteristics of the designation as defined in the 1996 General Plan. The 1996 General Plan designation of RES 3-4, which would allow up to four dwelling units per acre, would be revised in the 2025 General Plan to cover the range between three and six dwelling units per acre, since no residential designation covers this range in the existing General Plan. Land designated as RES 1 would be changed to RES 0.5-1 dwelling units per acre. The definition of the RES land use category was also amended to be consistent with policy direction established in the 2005 Housing Element, which calls for a minimum density of 50 percent of the maximum allowed in all new development.
- ◆ **High Density Residential (RH):** The RH designation is proposed to be modified to establish a minimum residential density of six dwelling units per acre.

d. Areas for Special Consideration

The 1996 General Plan designates a number of areas to recognize special planning considerations in their future development. These include Special Study Areas, Planned Community Areas and the Downtown Area.

i. *Special Study Area*

Changes are proposed to Special Study Area 1 (McIver Hill), and a new Special Study Area would be designated in the 2025 General Plan.

- ◆ **SSA-1:** Special Study Area 1 would retain the same boundaries as in the 1996 General Plan, and essentially the same uses, which include residential (up to 50 units), commercial and industrial uses. The 2025 General Plan would call out a community college as an institutional use that would be specifically allowed, and would reduce the total maximum

square footage of commercial or institutional uses by 7,000 square feet to 80,000 square feet.

- ◆ **SSA-2:** An additional Special Study Area, SSA-2, would be designated. This SSA would apply to the 73-acre Ponderosa Golf Course property located along Brockway Road. It allows for the redevelopment of a portion of this site with up to 150 clustered residential units, with the remainder of the site retained, to the extent feasible, as a public golf course.

*ii. Planned Community (PC)*

In the 2025 General Plan, the area designated as Planned Community 2 (PC-2) would be redesignated from the Planned Community land use designation to the Gray's Crossing Specific Plan Area, in recognition of the fact that a Specific Plan has been adopted for this site. The Tahoe Donner Planned Community would be redesignated to be the Tahoe Donner Plan Area (see discussion in Section f.iv, below). In the latter case, the amount and type of development would remain as in the 1996 General Plan. For the Gray's Crossing Specific Plan Area, the stated amount of allowed development in the 2025 General Plan would be modified to reflect the approved land uses in the Specific Plan.

In addition, changes were made to the amount and type of development allowed in the Planned Community 1 (PC-1) and Planned Community 3 (PC-3) areas, as follows:

- ◆ **PC-1:** Allowed land uses would be modified to reduce the total amount of non-industrial commercial uses from 150,000 to 70,000 square feet, to prohibit industrial uses within the PC-1 area, and to increase the maximum number of allowed residential units from 50 to 300. Total development would be limited to an amount that would not trigger the widening of Donner Pass Road to more than its existing three-lane cross-section.
- ◆ **PC-3:** The 1996 General Plan does not specify the amount of development that would be allowed in PC-3. The 2025 General Plan would specify a maximum commercial intensity of 0.2 Floor Area Ratio, and a

maximum residential density of up to 12 units per acre. Total development would be limited to an amount that would not trigger the widening of SR 267 between I-80 and the Brockway Road/Soaring Way Intersection to four lanes.

*iii. Downtown Specific Plan Area*

The area designated as the Downtown Study Area would be renamed the Downtown Specific Plan Area. The amount of allowed development shown for the Downtown would be amended to reflect the actual amount of development permitted under the 1997 Downtown Specific Plan, which includes 1,310 residential units, 650,000 square feet of non-residential uses, and approximately 690 lodging units.

e. Other Plan Areas

As noted above, the General Plan Update also proposes renaming two areas' land use designations, while leaving the definitions and boundaries associated with their previous designation essentially unchanged:

- ◆ **Tahoe Donner Plan Area.** The area designated as the Tahoe Donner Planned Community would be renamed the Tahoe Donner Plan Area.
- ◆ **Gray's Crossing Specific Plan Area.** The Area designated as Planned Community 2 (PC-2) would be renamed the Gray's Crossing Specific Plan Area.

f. Overlay Designations

The 2025 General Plan Update proposes seven new overlay designations. In all cases, the allowed density and intensity of development would be the same as the underlying land use designation, with the overlay providing additional policy guidance for future land use changes in those areas.

- ◆ Three Neighborhood Overlay Areas for the Donner Lake Neighborhood, Gateway Neighborhood and Brockway Road Neighborhood.
- ◆ A National Forest Overlay Area, which includes lands throughout Truckee that are under the ownership of the United States Forest Service.

- ◆ Three other overlay areas, which include the Town Corporation Yard Site, the Hirschdale Mine Overlay Area, and an area known as Overlay Area #6.

Overlay designations are mapped in Figure 3-5 and described in more detail below.

*i. Neighborhood Overlay*

Three Neighborhood Overlay Areas would be identified, for the Donner Lake area, the Gateway area, and the Brockway Road Corridor area. The Donner Lake Neighborhood Area is designated as an existing “special community area” in the 1996 General Plan. The Gateway and Brockway Road Neighborhood Areas both reflect a newly designated overlay, generally encompassing the parcels fronting the corridor along the Gateway section of Donner Pass Road, and along Brockway Road, respectively.

*ii. National Forest Overlay*

The National Forest Overlay is included in the 1996 General Plan among the series of base land use designations for public uses. Although it is not specifically called out as an overlay designation, it effectively functions as such. The General Plan Update would reclassify this land use designation as an overlay designation, which is more reflective of its actual application. As well as its reclassification as an overlay designation, the National Forest overlay designation would be additionally applied to a small area within the RES 0.5 designated area north of Gateway, and to the area at the southeast corner of the Intersection of I-80 and SR 267, that are under the control of the United States Forest Service.

*iii. Other Overlay Designations*

Three additional overlay areas would be designated, consisting of one or more parcels where specific additional policy guidance for development applies. These include the Town Corporation Yard site; the Hirschdale Mine Overlay Area, two parcels located just to the west of Glenshire; and Overlay Area #6, which is an area between Glenshire and the eastern town limits. The Corpo-

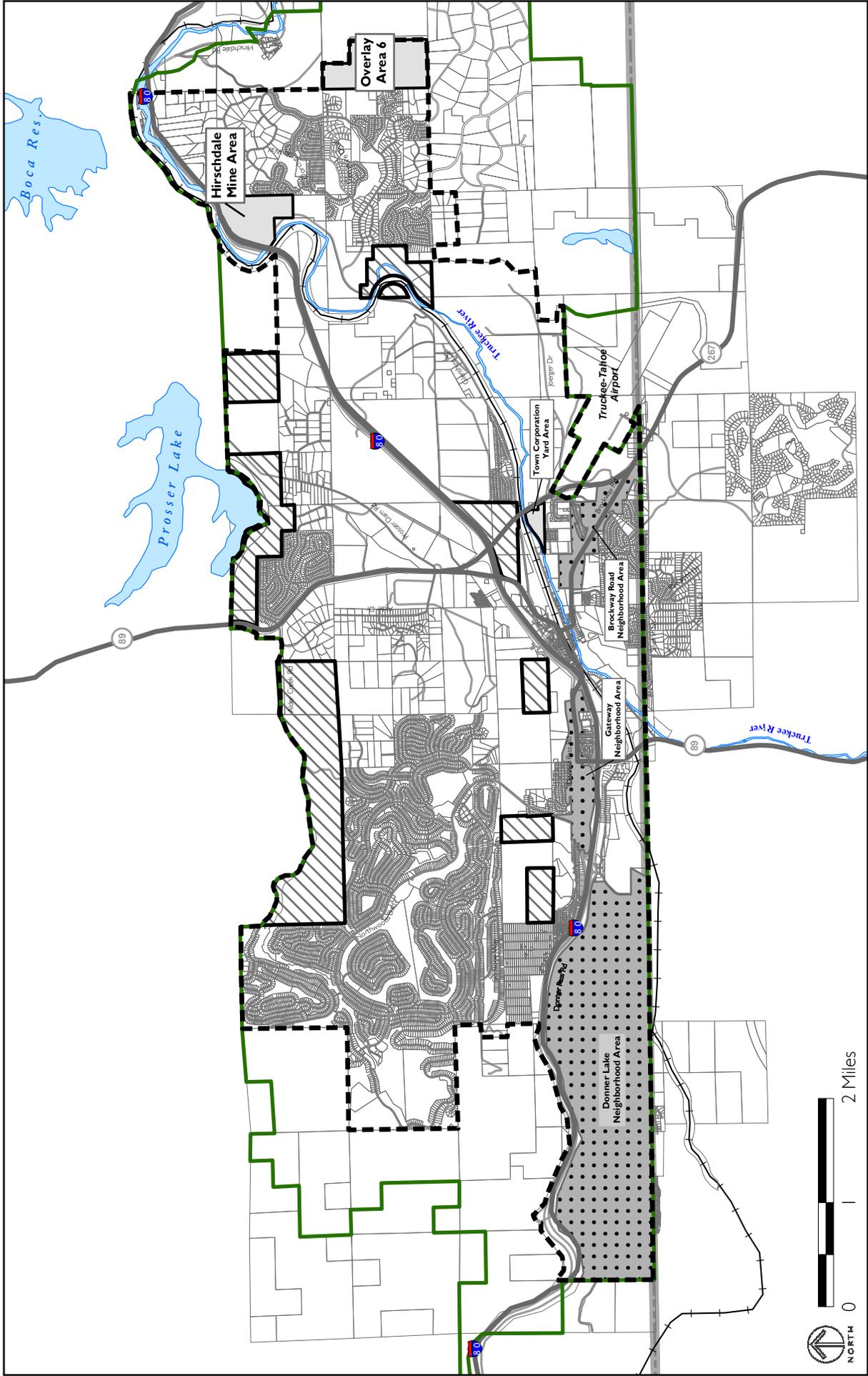


FIGURE 3-5

OVERLAY DESIGNATIONS

-  Truckee Town Limits
-  National Forest Overlay
-  Neighborhood Area Overlay
-  Other Overlay Area

ration Yard Overlay Area is a new overlay designation. The Hirschdale Mine site and Overlay Area #6 would also be new overlay designations, although they encompass parcels called out for specific policy guidance in the 1996 General Plan's Land Use Policies 7.3 and 7.4, respectively.

g. Land Use Designations in the Proposed Sphere of Influence

The 2025 General Plan would not make any changes to land use designations within the proposed Sphere of Influence, outside of the Town Limits. These uses and the total amount of land designated in each are shown in Table 3-2. As in the 1996 General Plan, these designations include three Planned Residential Development (PRD) areas, encompassing a total of approximately 2,170 acres, with the majority of the remaining area designated as Resource Conservation/Open Space (approximately 4,400 acres), and smaller areas as Residential Cluster (10 acres), and Residential. A small area of High Density Residential development is designated to reflect existing development around the community of Hirschdale. Land use designations in the proposed sphere are mapped in Figure 3-6.

**2. Land Use Changes**

In addition to the newly proposed guiding principles, goals, policies and actions and the new and revised General Plan land use designations, the 2025 General Plan proposes several revisions to the land use designations of properties shown on the existing 1996 General Plan land use map. These changes are intended to be in keeping with the guiding principles, goals, policies and actions of the General Plan Update. The General Plan Update land use

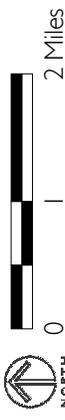
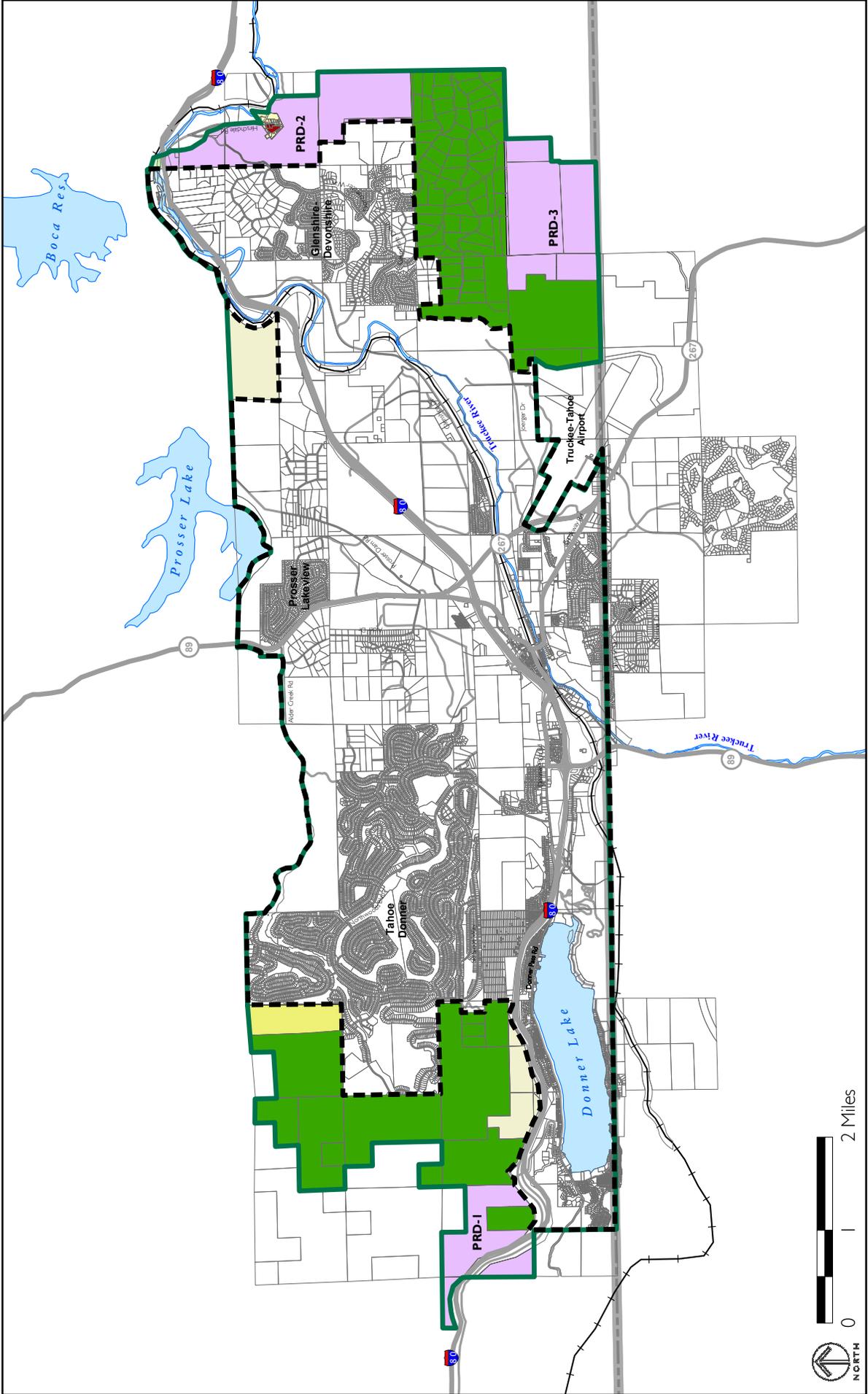


FIGURE 3-6

LAND USE DESIGNATIONS IN THE PROPOSED SPHERE OF INFLUENCE

-  Truckee Town Limits
-  Proposed Sphere of Influence
-  High Density Residential
-  Planned Residential Development
-  Open Space Recreation
-  Resource Conservation/Open Space
-  Residential Cluster (10 Acres)
-  Residential (0.33 du/acre)
-  Residential (0.5 du/acre)

designations, and areas whose designation would be changed under the 2025 General Plan are shown in Figure 3-4, above. Total acreages for land uses that would be revised, and a description of the proposed change is shown in Table 3-3, which is keyed to Figure 3-4.

#### *J. Proposed Circulation Improvements*

Under the 2025 General Plan Update, the Town proposes to implement a number of improvements to Truckee's roadways, including the construction of new roadways and roadway connections, as well as installation of roundabouts, traffic signals, and addition of turn lanes at key intersections. The Town has identified a series of potential improvements to provide greater connectivity within the Town of Truckee, and to address increases in traffic levels associated with new development under the General Plan Update. These include the following improvements, which are illustrated in Figure 3-7 and summarized in Table 3-4.

##### **1. Pioneer Trail Extension and Bridge Street Connection**

An arterial connection between Northwoods Boulevard south of Lausanne Way would be constructed to connect with the existing section of Pioneer Trail. An additional arterial connection would be constructed to connect south from Pioneer Trail to Bridge Street in the Downtown. This improvement would provide an alternate east-west connection that would relieve congestion on Donner Pass Road in the Gateway Area, and allow this roadway to operate acceptably without being widened to four lanes, and avoid the need for a two-lane roundabout at the Donner Pass Road/Frates Lane/SR 89 South intersection.

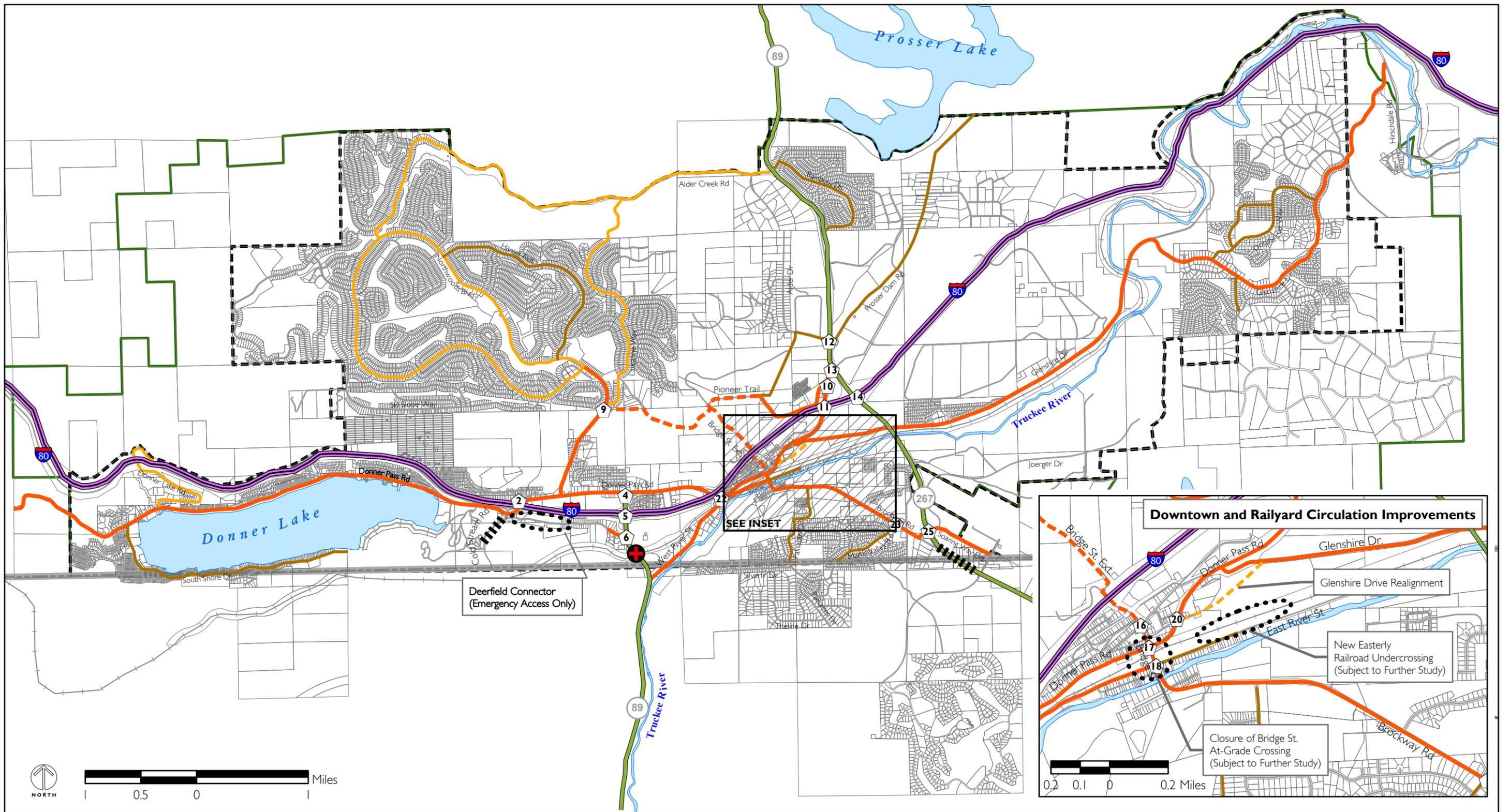
TABLE 3-3 MAJOR LAND USE CHANGE AREAS

Number <sup>1</sup>	Area	Description
1.	23.50 acres	Area at Southwest corner of Donner Lake from Residential 1-2 du/acre to Resource Conservation/Open Space to reflect an existing open space easement.
2.	8.20 acres	Two parcels south of Donner Lake Boat Launch area from Public to Residential 1-2 du/acre, to reflect private ownership.
3.	3.13 acres	Donner Lake island (part of Donner Lake Memorial State Park) from Resource Conservation/Open Space to Public.
4.	20.30 acres	Parcels along Deerfield Drive from Commercial to PC-1, to reflect inclusion in Planned Community Area.
5.	7.33 acres	Upper McIver Dairy parcel from Resource Conservation/Open Space to Commercial. <sup>2</sup>
6.	10.80 acres	Lower McIver Dairy parcel from Resource Conservation/Open Space to Public, to reflect public ownership and use.
7.	2.97 acres	Parcel north of Donner Pass Road/McIver Dairy from Residential 0.5 units/acre to Commercial, to reflect existing commercial land use.
8.	67.43 acres	Area east of Pioneer Trail industrial area from Residential 0.5 du/acre to Industrial.
9.	149.53 acres	Area around Pineforest subdivision from Residential 0.5-1 du/acre to Resource Conservation/Open Space, to reflect open space easement.
10.	757.48 acres	National Forest owned property south of Alder Drive from Resource Conservation/Open Space to Public.
11.	32.94 acres	Site of Alder Creek Middle School from Planned Community to Public, to reflect public ownership and use.
12.	12.54 acres	Area east of Middle School site from Planned Community to High Density Residential. <sup>2</sup>

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Number <sup>1</sup>	Area	Description
13.	13.22 acres	SR 267/I-80/SR 89 North Triangle from Planned Community to Public.
14.	18.21 acres	Parcels adjacent to residential development along Martis Drive from Residential 1-2 du/acre to Resource Conservation/Open Space, to reflect Truckee-Tahoe Airport District ownership.
15.	55.37 acres	Ponderosa Golf Course from Open Space Recreation to Special Study Area 2.
16.	29.25 acres	Area adjacent to airport from Planned Community to Public, to reflect ownership by Truckee-Tahoe Airport.
17.	96.17 acres	National Forest property at I-80/SR 267 from Public to Open Space Recreation.
18.	160.26 acres	National Forest Property south of Prosser Lake from Resource Conservation/Open Space to Public.
19.	11.69 acres	Parcels northwest of Prosser Dam Road/Old Greenwood from OSR to Residential Cluster 1 unit per 5 acres to reflect existing rural residential land uses.
20.	314.20 acres	Parcel northwest of Old Greenwood from Open Space Recreation to Resource Conservation/Open Space, to reflect open space easement.
21.	43.04 acres	Land adjacent to existing CHP facility on I-80 from Open Space Recreation to Public, to reflect public ownership and planned expansion of inspection station.
22.	116.96 acres	North part of Hirschdale Mine site from Residential 0.5 du/acre to Resource Conservation/Open Space.
23.	18.00 acres	National Forest property west of Glenshire from Open Space Recreation to Resource Conservation/Open Space.
24.	353.29 acres	Undesignated land along UPRR rail corridor to Rail Transportation Corridor.

1. Numbers are keyed to Figure 3-4.
2. Land use designations for these two sites were amended as part of the 2005 Housing Element Update. Nonetheless, they are considered alongside the other land use changes that would occur under the 2025 General Plan.



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

Back of 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; 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.

## 2. Downtown and Railyard Circulation Improvements

Several improvements are proposed for consideration in the 2025 General Plan to resolve projected circulation deficiencies in the Downtown area:

- ◆ Improvements to the Glenshire Drive/Donner Pass Road intersection and realignment of Glenshire Drive.
- ◆ Potential construction of an easterly undercrossing of the Union Pacific railroad tracks from the Railyard site.
- ◆ Potential closure of the existing Bridge Street at-grade railroad crossing.
- ◆ Improvements to the Bridge Street/Donner Pass Road intersection.
- ◆ Improvements to the Bridge Street/River Street Intersection.

In order to plan and implement the most appropriate set of solutions to projected traffic issues in Downtown Truckee, the 2025 General Plan calls for the preparation of a Downtown Traffic Study, for which guidance is provided in the updated General Plan's Circulation Element. The General Plan allows for a reduced Level of Service (LOS) standard at key intersections in the Downtown to allow sufficient time for adequate study of the most appropriate circulation improvement to be determined.<sup>5</sup>

## 3. Deerfield Drive Extension

In conjunction with development of PC-1, the eastern section of Deerfield Drive is proposed to be extended to connect with Cold Stream Road. The roadway would be designed as a possible future local access route to allow development in PC-1 to access Deerfield Drive, but could be used in the near term as an emergency access only. The determination of whether this road will ultimately be used as a local access road would be made as part of the PC-1 Specific Plan.

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<sup>5</sup> LOS is defined in the Transportation and Traffic chapter of this document.

#### 4. Other Roadway Improvements

In addition to the new roadways and connections described above, the General Plan proposes three additional improvements:

- ◆ **Cold Stream Road:** As part of the PC-1 development, additional northbound and southbound through lanes would be constructed between Donner Pass Road and the PC-1 project site.
- ◆ **SR 267.** An additional northbound and an additional southbound through lane would be constructed between Truckee Airport Road and Brockway Road/Soaring Way.
- ◆ **Mousehole.** Widening or other feasible improvements to increase the safety of the Mousehole undercrossing of SR 89 beneath the railroad tracks for pedestrian and cyclists, and to improve traffic flow, would be carried out.

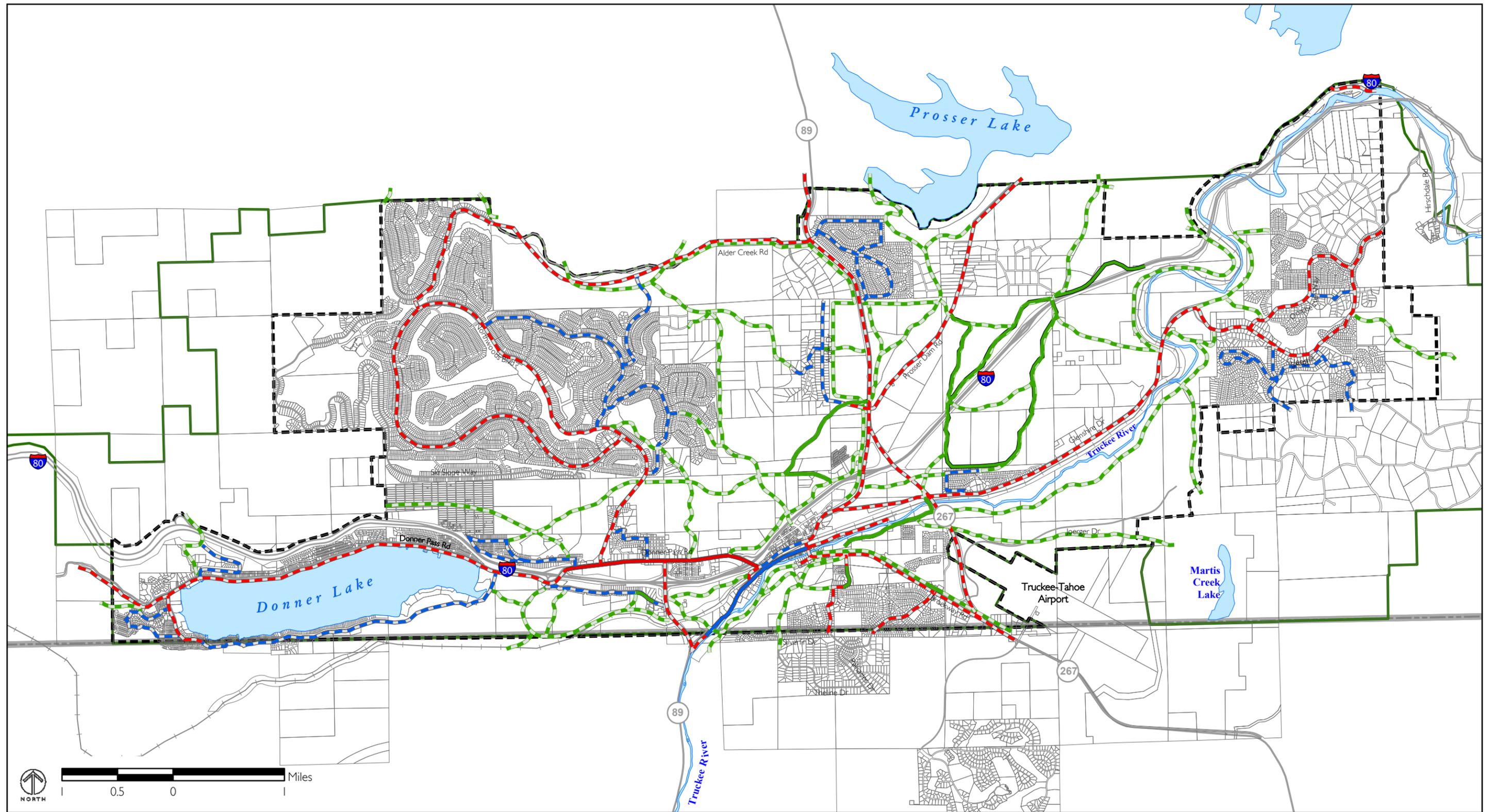
The 2025 General Plan also notes that other, more minor, improvements to the existing roadway network would likely be needed over the 20-year planning period, including widening of roadway travel lanes and shoulders to meet Town engineering and design standards and/or increase capacity, construction of bicycle facilities, and improvements for pedestrian mobility and safety.

#### 5. Intersection Improvements

The 2025 General Plan identifies a series of improvements to intersections located along some of Truckee's major thoroughfares. These improvements, keyed to the numbered intersections shown in Figure 3-7, are summarized in Table 3-4.

#### 6. Trails and Bicycle Network

The Circulation Element of the General Plan Update proposes implementing a series of multi-use trails, bike paths, bike lanes and bike routes, as identified in the 2002 Trails and Bikeways Master Plan, and shown in Figure 3-8.



**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
- - - Class III Bike Route

- Proposed Sphere of Influence
- Truckee Town Limits

FIGURE 3-8

**EXISTING AND PROPOSED TRAIL AND BIKEWAY NETWORK**

Back of Figure 3-8: Trails and Bikeways Map

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*K. General Plan Buildout Projections*

Buildout projections for the 2025 General Plan reflect the maximum total amount of residential and non-residential development, including existing and future development, that could occur with implementation of the 2025 General Plan.

Table 3-5 shows the maximum expected housing buildout under land use designations proposed in the General Plan Update. As shown in this table, the land use designations in this General Plan would allow for a total of approximately 20,082 units within the Town of Truckee, of which just under 11,000 would be year-round occupied units.<sup>6</sup> This represents about 9,259 more units than were built as of April 2004. An additional 627 units would be constructed in the proposed Sphere of Influence outside the Town limits with the vast majority of this being located in the three Planned Residential Development areas.

As noted in Section B above, Truckee's housing stock includes a large proportion of second or vacation homes, and so the additional housing units projected to be developed under the 2025 General Plan would contribute a proportionately smaller number of new full-time residents in the Town. An estimated 46 percent of all housing units at buildout are expected to be seasonal or vacation homes. The approximately 54 percent of units occupied full-time at buildout of the 2025 General Plan would result in an estimated buildout population of approximately 28,520 persons, an increase of just over 13,200 persons from 2005 estimated numbers.

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<sup>6</sup> Year-round occupancy for new units was determined based on existing distribution of year-round and seasonal homes within Truckee's neighborhoods. Future patterns of seasonal home distribution were assumed to remain relatively similar to today.

TABLE 3-5 **2025 GENERAL PLAN BUILDOUT PROJECTIONS:  
 RESIDENTIAL UNITS**

Residential Units	Town Limits	Sphere of Influence
Single Family Residential*	15,293	522
Multi-Family Residential	3,644	0
Second Units**	1,145	105
<b>TOTAL BUILDOUT CAPACITY</b>	<b>20,082</b>	<b>627</b>
<i>Year-Round Units</i>	<i>10,844</i>	
<i>Seasonal/Vacation Units</i>	<i>9,238</i>	

\* Includes mobile homes.

\*\*Assumes that 20 percent of all future single family units will include secondary dwelling units.

The 2025 General Plan would also allow additional non-residential development, including new retail, office, and light industrial uses, additional visitor lodging uses, and new public uses, including a future community college campus. Although it is difficult to say precisely what mixture of non-residential uses might be developed under the 2025 General Plan, since they would be greatly influenced by economic conditions and other market factors, Table 3-6 summarizes the assumed non-residential land uses that were factored into the traffic and circulation analysis of the proposed General Plan Update. As shown in Table 3-6, just under 2 million square feet of commercial development, close to 1 million square feet of office development, about 1.26 million square feet of new light industrial or warehouse uses, and almost 1,400 lodging units could be in place in Truckee at buildout of the 2025 General Plan.

TABLE 3-6 **2025 GENERAL PLAN BUILDOUT PROJECTIONS:  
 NON-RESIDENTIAL DEVELOPMENT**

Development Type	Quantity
Commercial (including General Commercial, Retail, Restaurant, Highway Commercial)	1,994,000 square feet
Office (includes General Office, Medical Office and Government Office)	952,000 square feet
Light Industrial/Warehouse	1,259,000 square feet
Religious Institution	85,700 square feet
Lodging	1,392 rooms

Source: LSC Transportation Consultants, 2004.

*L. Project Alternatives*

In compliance with CEQA Guidelines, this Draft EIR evaluates several alternatives to the 2025 General Plan. Potential environmental impacts from each of the alternatives will be compared to the determined impacts for the proposed Plan, to assess a possibly superior Plan. Alternatives evaluated by this EIR include:

- ◆ No Project, or maintaining the Existing 1996 General Plan.
- ◆ Mixed-Use and Outlying Open Space Preservation.
- ◆ Economic Diversification.
- ◆ Increased Residential Development.

A detailed description of the alternatives can be found in Chapter 5 of this EIR.

*M. Intended Uses of the General Plan EIR*

As described at the beginning of this chapter, the Draft EIR is intended to review potential environmental impacts of the adoption and implementation of the 2025 General Plan, on a programmatic level, and to determine corresponding mitigation measures, as necessary. Subsequent projects developed under the 2025 General Plan will be reviewed by the Town for consistency with the 2025 General Plan and this Draft EIR, and adequate project-level environmental reviews will be conducted as required by CEQA. Projects successive to this Draft EIR could include the following:

- ◆ Specific Plan and Master Plan Approvals, and revisions and updates to existing Specific Plans or Master Plans.
- ◆ Property rezonings.
- ◆ Land annexations.
- ◆ Development Plan approvals, such as tentative maps, variances, conditional use permits and other land use permits.
- ◆ Development Agreement approvals.
- ◆ Facility and Service Master Plan and Financing Plan approvals.
- ◆ Approval and funding of major projects.
- ◆ Municipal Bond issuances.
- ◆ Issuance of permits and other approvals necessary for implementation of the 2025 General Plan.
- ◆ Property acquisition by purchase or eminent domain.
- ◆ Permit issuances and other approvals necessary for public and private development projects.
- ◆ Subsequent updates and amendments to the Truckee proposed Sphere of Influence.