

## 6 CEQA-REQUIRED ASSESSMENT CONCLUSIONS

As required by CEQA, this chapter provides an overview of the impacts of the proposed 2025 General Plan based on the technical analyses presented in this EIR. The topics covered in this chapter include growth inducement, unavoidable significant effects, and expected significant irreversible changes. A more detailed analysis of the effects the 2025 General Plan would have on the environment is provided in Chapter 4: Environmental Evaluation. Cumulative impacts are also discussed within each topical section in Chapter 4.

### A. *Growth Inducement*

A project is typically considered to be growth-inducing if it fosters economic or population growth. Typical growth inducements might be the extension of urban services or transportation infrastructure to a previously unserved or under-served area, or the removal of major barriers to development. Not all growth inducement is necessarily negative. Negative impacts associated with growth inducement occur only where the projected growth would cause adverse environmental impacts.

Growth-inducing impacts fall into two general categories: direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by additional demands for housing, goods and services associated with the population increase caused by, or attracted to, a new project.

#### 1. **Direct Impacts**

The 2025 General Plan would directly induce population, employment and economic growth by allowing for development in areas that are not currently designated for urban growth. Implementation of the 2025 General Plan would result in the following growth patterns based on probably growth assumptions for the town and its Sphere of Influence:

- ◆ Under buildout conditions, the 2025 General Plan would add approximately 14,230 new residents to the existing 2004 population.
- ◆ Under buildout conditions, the 2025 General Plan would add 9,259 residential units within the Town limits to the 10,823 residential units existing in 2004.
- ◆ Under buildout conditions, the 2025 General Plan would add about 1.8 million square feet of industrial, commercial and office development to the approximately 2 million square feet existing in 2004.

The 2025 General Plan includes policies to control how growth occurs within Truckee and the sphere in order to ensure that it is well-managed; infill development is encouraged, as is development adjacent to existing developed areas. This is achieved through the particular designations applied on the land use map, as well as through the Guiding Principles and Goals of the 2025 General Plan. For example, Goal LU-3 calls for the creation of efficient land use patterns that minimize sprawl; Guiding Principles of the Land Use Element state that significant new development should be located around existing developed areas and the highest density and intensity of development should be accommodated on infill sites.

The 2025 General Plan includes numerous goals and policies that would maintain the character of Truckee and minimize the environmental impacts of the anticipated growth. Proposed policies are intended to be obtainable, and discourage undesirable amounts, locations and patterns of development in areas that are visually sensitive, contain important natural and biological resources, or would be prone to natural and man-made hazards.

The 2025 General Plan also supports the adequate provision of public utilities and services, and establishes standards and timing for those services to be provided. Provision of major utilities in Truckee is provided by several special districts, over whom the Town does not have direct control. The Special Districts each considered the Town of Truckee's anticipated development, as

regulated by the General Plan in developing their master plans for the various utilities systems over which they have control; the 2025 General Plan would similarly be adhered to in the District's consideration of planning for future facilities. Thus, there are no plans to extend utilities infrastructure into previously unserved areas where development is not currently proposed or planned; instead the extension of service to support planned future development would be coordinated on the basis of future demand for those services.

As a result, while the 2025 General Plan would result in an increase of growth locally, the policies included in the Plan would reduce the potential for direct impacts associated with directly induced growth to a less-than-significant level.

## **2. Indirect Impacts**

Although the 2025 General Plan does allow for additional growth, it also includes policies that focus development within the existing Town limits, and to a lesser extent, within the proposed Sphere, as mentioned above. The 2025 General Plan also seeks to support patterns of development within the Planning Area that would not negatively impact the Town and the region (Goal LU-9), would not cause significant traffic impacts (P9.2, P9.3) or harm to natural ecosystems and scenic resources(P9.7), and that would provide adequate housing for its workforce (P9.4, P9.5). The land use plan also provides a mixture of housing, shopping and employment opportunities so that, as the number of new residents increases, they do not pressure adjacent communities to provide new housing or commercial opportunities.

### ***B. Unavoidable Significant Impacts***

While the majority of impacts associated with the 2025 General Plan would be reduced to a *less-than-significant* level, adoption and implementation of the 2025 General Plan would result in the following *significant and unavoidable* impacts:

a. Aesthetics and Visual Quality

While the proposed 2025 General Plan would not result in a project level impact, cumulative development in Truckee and the surrounding region would contribute to a shift in visual character and quality from undeveloped open space to a more urbanized feel. This cumulative impact would be *significant and unavoidable*.

b. Air Quality

Implementation of the 2025 General Plan would lead to development generating increased emissions that affect both PM<sub>10</sub> and ozone levels. A portion of the impact is from development and traffic generated outside of the Town. Since there are no feasible or reasonable measures to mitigate this impact, the cumulative impacts on air quality associated with both PM<sub>10</sub> and Ozone would be *significant and unavoidable*.

c. Biological Resources

Although the 2025 General Plan would not result in project level environmental impacts to biological resources, development in Truckee and elsewhere in the region would contribute to long-term loss of habitat as open space parcels were converted to urban uses. This cumulative impact would be *significant and unavoidable*.

d. Noise

As discussed in Section 4.9, the Town's community noise standards, adherence to the land use compatibility zones established in the Airport Comprehensive Land Use Plan, along with policies in the 2025 General Plan serve to control most sources of noise in the town, and ensure that noise impacts from new projects are reviewed and evaluated and mitigated. Despite these policies and regulations, significant noise increases of 3 dBA Ldn or greater would occur in conjunction with growth in the Town of Truckee and in the region as a whole, at least twelve locations in the town and adjacent areas. These include the following:

- ◆ West River Street immediately west of Bridge Street
- ◆ Bridge Street immediately south of Donner Pass Road

- ◆ Brockway Road immediately east of Palisades Road
- ◆ Glenshire Drive immediately east of Donner Pass Road
- ◆ Donner Pass Road immediately north of Pioneer Trail
- ◆ Pioneer Trail immediately west of Donner Pass Road
- ◆ SR 267 immediately south of I-80
- ◆ SR 267 at the Truckee/Placer County line
- ◆ Brockway Road immediately west of SR 267
- ◆ Schaffer Mill Road immediately west of SR 267
- ◆ SR 267 between Airport Road and Northstar Drive
- ◆ Northstar Drive immediately west of SR 267

These noise increases are a significant and unavoidable impact for which no additional mitigation is available.

e. Population, Employment and Housing

As discussed in Chapter 4.10, the 2025 General Plan and the 2005 Housing Element would together work to increase the supply of housing in Truckee, including that which is affordable to all segments of the community, resulting in a *less than significant* impact from the proposed Plan. However, with expected regional growth in job-generating uses, and the balance of housing that would be provided region-wide to serve the employees of those jobs, there would be a *significant*, cumulative impact to housing. No mitigation is available for this impact.

f. Traffic and Circulation

As discussed in Chapter 4.12, there would be four significant, unavoidable traffic impacts.

- ◆ The Town's existing Traffic Impact Fee Program (TIFP) does not include provisions for funding and implementing the improvements that have been identified in Table 4.12-10 and in the Table 3-4 in the Project Description to mitigate significant LOS impacts that would occur under buildout of the General Plan. Several of the affected intersections and roadways are either state highway facilities operated by Caltrans, and/or are located outside of the Town of Truckee in Placer County.

A partial mitigation is available for this impact. The mitigation would have the Town update its TIFP and CIP to reflect the various circulation improvements identified in the Table 4.12-10, and to coordinate with Placer County and Caltrans for funding and timing of these improvements. Nonetheless, the nature of the timing, coordination and funding of all of the improvements identified in Table 4.12-10 would remain unknown, since the Town itself would not be able to control Placer County and Caltrans' planning and implementation of the needed improvements. Because of this, the specified impacts to LOS at the intersections and roadway segments within and outside the town limits would be considered *significant and unavoidable*.

2025 General Plan Circulation Element policy P2.2, concerning traffic impact analysis requirements, may result in some intersections operating, on a short-term basis, below an acceptable Level of Service. Under the policy, smaller individual developments for which no traffic analysis would be required might collectively cause unacceptable LOS. Although such projects would pay traffic mitigation fees under the Town's AB 1600 Fee Program, there may be a delay between approval of individual projects and the construction of improvements needed to address their individual or collective traffic impacts. Policy P2.2 would also permit approval of larger projects prior to the actual construction of improvements, provided that such improvements were identified in the Town's CIP.

There is no mitigation available to reduce this impact to a less-than-significant level, and so it would be significant and unavoidable.

- ◆ The 2025 General Plan would allow for the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections to operate below the established threshold of LOS E threshold for Downtown area intersection. Circulation Element Policy P2.3 would allow the Town to approve development that would con-

tribute to these intersection failures, and to accept worse conditions at these intersections by approving lesser improvement that only partially mitigate projected impacts, or to not mitigate those impacts at all.

There is no mitigation available to reduce this impact to a less-than-significant level, and so it would be significant and unavoidable.

- ◆ Full development of the Proposed Truckee General Plan is expected to add to traffic volumes along I-80, which is expected to operate deficiently. The buildout of the 2025 Truckee General Plan would result in a 17 percent increase in traffic volumes along I-80 to the west of the study area (400 two-way vehicle-trips during the PM peak hour) and 31 percent to the east of the study area (880 two-way vehicle-trips during the PM peak hour).

There are currently no programmed improvements or funding for improvements to the mainline of I-80 and such improvements are not under control of the Town. Given the unknown nature of the timing and funding of improvements this impact would be significant and unavoidable.

### *C. Significant Irreversible Changes*

Section 15126.2(c) of the CEQA Guidelines requires a discussion of the extent to which a proposed project will commit nonrenewable resources to uses that future generations will probably be unable to reverse. An example of such an irreversible commitment is the construction of highway improvements that would provide public access to previously inaccessible areas.

A project would generally result in a significant irreversible impact if:

- ◆ Primary and secondary impacts would commit future generations to similar uses.
- ◆ The project would involve a large commitment of nonrenewable resources.

- ◆ The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

### **1. Changes in Land Use that Commit Future Generations**

Development under 2025 General Plan would result in the conversion of vacant land to commercial and residential uses, and the intensification of under-utilized areas. This development would constitute a long-term commitment to residential, commercial, parking and other urban uses. The 2025 General Plan does designate some new areas for development that are not designated as such in the 1996 General Plan. These include the Ponderosa Golf Course, an area designated for High Density Housing north of Coachland Mobile Home Park, the Forest Service lands near the I-80/SR 267 intersection, the Upper McIver Dairy site, and the area to the west of the Pioneer Commerce Center.

### **2. Commitment of Resources**

Development allowed under the 2025 General Plan would irretrievably commit nonrenewable resources to the construction and maintenance of buildings, infrastructure and roadways. These non-renewable resources include mining resources such as sand, gravel, steel, lead, copper and other metals. Buildout of the 2025 General Plan also represents a long-term commitment to the consumption of fossil fuels, natural gas and gasoline. Increased energy demands would be used for construction, lighting, heating, and cooling of residences, and transportation of people within, to, and from the planning area. 2025 General Plan Goal COS-14, and supporting policies P14.3, P14.4, and P14.5 would promote energy conservation, which could minimize the consumption of these resources.

Implementation of the 2025 General Plan would also result in an irreversible commitment of limited, renewable resources such as lumber and water. Policies and actions promoting resource and water conservation and green building (Conservation and Open Space Element Action A14.1, A14.2, and P10.8) and would result in some savings of renewable resources.

### **3. Irreversible Damage from Environmental Accidents**

Irreversible changes to the physical environment could occur from accidental release of hazardous materials associated with development activities. However, compliance with State and federal hazardous materials regulations and General Plan policies, as outlined in Section 4.6, is expected to maintain this potential impact at a less-than-significant level. No other irreversible changes are expected to result from the adoption and implementation of the 2025 General Plan.

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