

CHAPTER FIVE MANDATORY CEQA SECTIONS

5.1 Effects Not Found To Be Significant In The EIR

CEQA Guidelines §15128 require that an EIR contain a statement briefly indicating the reasons that various effects of a project were determined not to be significant, and were not discussed in detail in the EIR. An Initial Study was not conducted for this project, therefore a description of the issues are discussed below.

Based on the analysis contained in Chapter Three of this DEIR, the following impacts were found to have no impact or were determined to be less than significant.

AESTHETICS

- Impact 3.1-1: Have a substantial adverse effect on a scenic vista.
- Impact 3.1-2: Potential to damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highways.
- Impact 3.1-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

AIR QUALITY

- Impact 3.2-2: Project traffic would increase carbon monoxide concentrations at intersections affected by project traffic.

BIOLOGICAL RESOURCES

- Impact 3.4-1: Disturbance to common plant communities including Jeffrey pine and sagebrush.
- Impact 3.4-2: Removal of habitat for common wildlife currently utilizing the communities on the site.
- Impact 3.4-3: Potential disturbance to special-status plant species.

CULTURAL RESOURCES

None

GEOLOGY AND SOILS

None

HAZARDS AND HAZARDOUS MATERIALS

- Impact 3.6-1: Create a significant hazard to the public or the environment through the routine transport, storage, or disposal, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Impact 3.6-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Impact 3.6-3: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Impact 3.6-4: Project located within an airport land use plan or, within two miles of a public airport or private airstrip, resulting in the safety hazard for people residing or working in the project area.

HYDROLOGY AND WATER QUALITY

- Impact 3.7-2: Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or impede or redirect flood flows.

LAND USE, PLANNING AND RECREATION

- Impact 3.8-1: Potential for the project to physically divide an established community.
- Impact 3.8-2: Consistency of the proposed Canyon Springs Subdivision with the land use policies of the 1996 Truckee General Plan and 2003 Truckee Development Code.
- Impact 3.8-3: Create land use conflicts with adjacent properties.
- Impact 3.8-4: Conflict with any applicable habitat conservation plan or natural community conservation plan.
- Impact 3.8-5: Increased use of parks and other recreational facilities as a result of increased population from the proposed project.

NOISE

- Impact 3.9-1: Development within the project area will be exposed to exterior traffic noise levels which may exceed the Town of Truckee General Plan Noise Element exterior noise level criteria.

- Impact 3.9-2: Development within the project area could be exposed to interior traffic noise levels which exceed the Town of Truckee General Plan Noise Element criterion of 45 dB Ldn.
- Impact 3.9-3: Development of the project area could result in a significant increase in traffic noise levels along area roadways.
- Impact 3.9-5: Would the project be located within an airport land use plan or, within two miles of a public airport or private airstrip, resulting in the exposure of people residing or working in the project area to excessive noise levels.

POPULATION AND HOUSING

- Impact 3.10-1: Development of the proposed project would increase the population in the vicinity (growth-inducing impact) beyond that that is anticipated in the General Plan.
- Impact 3.10-2: Impact of the proposed project on compliance with the Housing Element of Town of Truckee General Plan and meeting the housing needs in the Town.

PUBLIC SERVICES AND UTILITIES

- Impact 3.11-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.
- Impact 3.11-3: Result in inadequate wastewater treatment capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Impact 3.11-4: Exceed the capacity of the landfill.

TRANSPORTATION/TRAFFIC

Proposed Project

- Impact 3.12-2: Project implementation conflicts with existing goals and policies
- Impact 3.12-3: Project provides inadequate emergency access
- Impact 3.12-5: Project implementation exacerbates an existing traffic safety deficiency

Impact 3.12-6: Project implementation results in exceeding the capacity of an existing transit service or results in ridership levels adequate to meet the Transportation Development Act 10 Percent Minimum Fare Box Ratio.

Impact 3.12-7: Project implementation results in exceedance of LOS thresholds during the construction phases.

One Access Alternative

Impact 3.12-9: Project Implementation Conflicts with Existing Goals and Policies

Impact 3.12-12: Project Implementation Exacerbates an Existing Traffic Safety Deficiency

Impact 3.12-13: Project Implementation Results in Exceeding the Capacity of an Existing Transit Service or Results in Ridership Levels Adequate to Meet the Transportation Development Act 10 Percent Minimum Fare Box Ratio

Impact 3.12-14: Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases

Reduced Density Alternative

Impact 3.12-16: Project Implementation Conflicts with Existing Goals and Policies

Impact 3.12-17: Project Provides Inadequate Emergency Access

Impact 3.12-19: Project Implementation Exacerbates an Existing Traffic Safety Deficiency

Impact 3.12-20: Project Implementation Results in Exceeding the Capacity of an Existing Transit Service or Results in Ridership Levels Adequate to Meet the Transportation Development Act 10 Percent Minimum Fare Box Ratio

Impact 3.12-21: Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases

Clustered Alternative

Impact 3.12-23: Project Implementation Conflicts with Existing Goals and Policies

Impact 3.12-24: Project Provides Inadequate Emergency Access

Impact 3.12-26: Project Implementation Exacerbates an Existing Traffic Safety Deficiency

Impact 3.12-27: Project Implementation Results in Exceeding the Capacity of an Existing Transit Service or Results in Ridership Levels Adequate to Meet the Transportation Development Act 10 Percent Minimum Fare Box Ratio

Impact 3.12-28: Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases

5.2 Significant Environmental Effects Requiring Mitigation

Multiple environmental impacts have been identified which can be reduced to a level of less than significant upon incorporation of mitigation measures. These impacts are listed below. Refer to Chapter Three of this EIR for a full analysis of impacts and mitigation measures.

AESTHETICS

Impact 3.1-3: Alteration of views of the project site from roadways along and through the site, and from Key Observation Points (KOP).

AIR QUALITY

Impact 3.2-1: Construction activities such as excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality in the summer months during the buildout period of the project.

Impact #3.2-3: Project-related summertime emissions of ozone precursors would exceed the NSAQMD's thresholds of significance.

Impact 3.2-4: Project-associated emissions of wintertime PM₁₀ would exceed the NSAQMD significance threshold.

BIOLOGICAL RESOURCES

Impact 3.3-4: Potential loss of wildlife movement and migration corridors.

Impact 3.3-5: Potential disturbance of nesting migratory birds and raptors.

Impact 3.3-6: Potential disturbance to Sierra Nevada Fox.

Impact 3.3-7: Potential disturbance to special-status bat species.

Impact 3.3-8: Potential to result in the fill of potential jurisdictional waters of the U.S. or disturb riparian areas.

CULTURAL RESOURCES

Impact 3.4-1: Disruption of known and unknown Cultural Resources.

GEOLOGY AND SOILS

Impact 3.5-1: Residential development could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture or a known earthquake fault, strong seismic ground shaking, ground failure, inundation, or landslides.

Impact 3.5-2: The proposed project could result in soil erosion or the loss of topsoil.

Impact 3.5-3: The proposed project could expose people and property to geologic hazards, including liquefaction, landslides, slope instability, expansive soils, and subsidence on the project site.

HAZARDS AND HAZARDOUS MATERIALS

Impact #3.6-5: Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

HYDROLOGY AND WATER QUALITY

Impact 3.7-1: Water quality degradation due to erosion, sedimentation and urban runoff due to implementation of the proposed project.

LAND USE, PLANNING AND RECREATION

None

NOISE

Impact 3.9-4: Development of the project would result in a substantial temporary or period increase in ambient noise levels in the project vicinity above levels existing without the project.

POPULATION AND HOUSING

None

PUBLIC SERVICES AND UTILITIES

Impact #3.11-2: Result in the construction of new water or expansion of existing facilities, the construction of which could cause significant environmental effects.

TRANSPORTATION/TRAFFIC

Proposed Project

Impact 3.12-1: Exceedance of LOS thresholds.

Impact 3.12-4: Project Implementation Results in Pedestrian/Bicycle Conflicts.

One Access Alternative

Impact 3.12-8: Exceedance of LOS Thresholds

Impact 3.12-10: Project Provides Inadequate Emergency Access

Impact 3.12-11: Project Implementation Results in Pedestrian/Bicycle Conflicts

Reduced Density Alternative

Impact 3.12-15: Exceedance of LOS Thresholds

Impact 3.12-18: Project Implementation Results in Pedestrian/Bicycle Conflicts

Clustered Alternative

Impact 3.12-22: Exceedance of LOS Thresholds

Impact 3.12-25: Project Implementation Results in Pedestrian/Bicycle Conflicts.

Cumulative Impacts – Proposed Project

Impact 3.12-29: Cumulative impact of project results in exceedance of LOS thresholds

Cumulative Impacts – One Access Alternative

Impact 3.12-30: Cumulative Impact of Project Results in Exceedance of LOS Thresholds

Cumulative Impacts – Reduced Density Alternative

Impact 3.12-31: Cumulative Impact of Project Results in Exceedance of LOS Thresholds

Cumulative Impacts – Clustered Alternative

Impact 3.12-32: Cumulative Impact of Project Results in Exceedance of LOS Thresholds

5.3 Significant Environmental Effects That Cannot Be Avoided

CEQA Guidelines §15126.2(b) requires that the EIR describe any significant impacts, including those that cannot be reduced to a level of insignificance. Where there are impacts that cannot be alleviated with the implementation of feasible mitigation measure(s), their implications and the reasons why the project is being proposed notwithstanding their effect, should be described.

The environmental impacts that would result from the proposed project are discussed in detail in Chapter Three of this EIR. The following is a brief review of the impacts that have been found to be significant and unavoidable.

AESTHETICS

None

AIR QUALITY

None

BIOLOGICAL RESOURCES

None

CULTURAL RESOURCES

None

GEOLOGY AND SOILS

None

HAZARDS AND HAZARDOUS MATERIALS

None

HYDROLOGY AND WATER QUALITY

None

LAND USE, PLANNING AND RECREATION

None

NOISE

None

POPULATION AND HOUSING

None

PUBLIC SERVICES AND UTILITIES

None

TRANSPORTATION/TRAFFIC

None

5.4 Irreversible Impacts

CEQA Guidelines §15126.2(c) requires a discussion of significant and irreversible changes that would be caused by the proposed project if implemented. The use of non-renewable resources during a project is irreversible when a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary and secondary impacts must also be considered, as well as the possibility of environmental accidents and commitments incurred by future generations.

AESTHETICS

None

AIR QUALITY

None

BIOLOGICAL RESOURCES

None

CULTURAL RESOURCES

None

GEOLOGY AND SOILS

None

HAZARDS AND HAZARDOUS MATERIALS

None

HYDROLOGY AND WATER QUALITY

None

LAND USE, PLANNING AND RECREATION

None

NOISE

None

POPULATION AND HOUSING

None

PUBLIC SERVICES AND UTILITIES

None

TRANSPORTATION/TRAFFIC

None

5.5 Cumulative Impacts

Section 15130 of the State CEQA Guidelines requires that an EIR discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Section 15064(h) defines a cumulative impact as "cumulatively considerable" if "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

The projects considered for cumulative impacts analysis include the following:

TOWN OF TRUCKEE

- TDPUD Glenshire Tentative Map and Rezoning – Requesting approvals of a General Plan amendment to modify the land use designation on the property from RC/OS (Resource Conservation/Open Space) to RES-0.5 (Residential – 0.5 dwelling units per acre); a zoning map amendment to modify the zoning district from RC to RR-0.25 (Rural Residential, 1 dwelling per 4 acres); and a tentative map to subdivide the 8.4 acre parcel into two parcels –

Located in the Glenshire Drive approximately ¼ mile west of Berkshire Circle (APN 49-011-29 and 49-011-31).

- Pioneer East Business Park – Request for a development permit, tentative map, and planned development for the division of the existing parcel into 17 individual lots for sale and development – Located on the north side of Pioneer Trail, west of Donner Pass Road (APN 19-410-28).
- Gateway Vista Centre – Request for a development permit, and land use permit for the construction of three commercial buildings with six residential units – Located on the south side of Donner Pass Road across adjacent to the Gateway Shopping Center.
- Truckee Trails Condominiums – Request a tentative map to convert an eight-unit multi family residential development into condominiums – Located in the Tahoe Donner Subdivision, on the east side of Northwoods Blvd., approx. 500 feet south of Muhleback Way (APN 45-070-10).
- Gregory Creek Subdivision – Request approval of a tentative map to subdivide a 32.1 acre site into 28 parcels and a lot line adjustment with two adjacent parcels – Located in the Donner Lake area, approx. ¼ mile northwest of the intersection of Donner Pass Road and Donner Lake Road (APN 17-150-30 and 17-150-49)
- Soaring Way Professional Center – Request approval of a development permit for two commercial office buildings of approx. 22,000 square feet of floor space – Located in the Martis Valley area, at the southeast corner of the intersection of Soaring Way and Business Park Drive (APN 19-620-42)
- Knight’s Crossing Commercial Center – Request approval of a development permit for 38,197 square feet of commercial retail / office floor space; a use permit for 12 residential units; and a tentative map to subdivide a 9.76 acre parcel into four parcels – Located in the Glenshire area, on the west side of Dorchester Drive approx. 200 feet north of Glenshire Drive (APN 40-430-01)
- Joerger Ranch Specific Plan (Planned Community – 3) – Request for approval of a specific plan for a mixed use project consisting of multi family residential units and commercial, service commercial, and industrial floor space. Request for a development permit for Phase I consisting of 174 multi family residential complex and 150,000 square feet commercial center – Located in the Martis Valley area, surrounding the intersection of State Highway 267, Brockway Road, and Joerger Drive.
- Ericksson Ranch II Subdivision – Request approval of a lot line adjustment to common property line with parcel to the east and approval of tentative map to divide a 40 acre parcel into four parcels 5, 6, 6, and 23 acres each – Located in the Airport Flats area, on the north side of Union Mills Road approx. ½ mile east of the Prosser Village Road interchange (APN 48-210-08).

- Gray's Crossing Amenities – Request for a development permit to construct the golf clubhouse, fitness facility, and golf barn for the Gray's Crossing Specific Plan development – Located on the south side of Prosser Dam Road, within the revised Phase 3 and 4 of the Gray's Crossing Development.
- Gray's Crossing Village – Request for a development permit for the construction of the mixed use 47,500 square feet of commercial Gray's Crossing Village component as identified in the Gray's Crossing Specific Plan – Located on the south side of Prosser Dam Road, within the revised Phase 3 and 4 of the Gray's Crossing Development.
- Hilltop Master Plan – Submit preliminary master plan for mixed use development consisting of 286 dwelling units and 50,000 to 75,000 square feet of commercial retail/office/lodging floor space – Located in the Downtown area, on the south side of Brockway Road approx. 500 feet west of Palisades Road.
- Coldstream Planned Community (PC-1) – Submit applications for approval. The property is allocated 150,000 s.f. of hotel/commercial/office/industrial development and 50 units of affordable housing.

AESTHETICS

Implementation of the proposed project will result in degrading the visual character of the site and its surroundings since the existing visual quality of the site is high; however, mitigation measures listed above will help to lessen visual impacts to a level of insignificance. In addition, the General Plan designated the subject parcels for residential development. According to the General Plan and Development Code Standards, specific measures will ensure that potential impacts to adjacent properties and surrounding areas are less than significant. The proposed project does contribute to a cumulative impact, but it is not cumulatively considerable.

AIR QUALITY

Implementation of the proposed project will result in the addition of ozone precursors and PM10 that would exceed the NSAQMD threshold of significance, which would contribute to the regional air pollution in the Truckee sub-Air Basin. Therefore the proposed project will result in cumulatively considerable impacts to regional air quality.

BIOLOGICAL RESOURCES

Implementation of the proposed project will result in the restriction of wildlife movement and will remove habitat for wildlife and decrease the acreage of remaining movement corridors available to wildlife in the region, limiting wildlife dispersal. Cumulatively, development within the surrounding area will contribute to the continuing fragmentation of the wildlife habitat of the vicinity. Loss of buffers, cover, snags, forage, and other habitat features will contribute to the cumulative loss of wildlife habitat in the region. Therefore, the proposed project will result in cumulatively considerable impacts to biological resources.

CULTURAL RESOURCES

Implementation of the proposed project may result in surface remains being at risk of vandalism and unauthorized artifact collection due to increased public accessibility to the project area. In addition, buried or concealed heritage resources could be disturbed during construction. However, implementation of mitigation measures will reduce these potential impacts to a level of insignificant. Therefore, implementation of the proposed project will not result in a cumulatively considerable impact on cultural resources.

GEOLOGY AND SOILS

Implementation of the proposed project has the potential to expose people or structures to fault rupture, seismic ground shaking, and seismic-related ground failure. Additionally, implementation has the potential to result in substantial soil erosion and soil instability. However, implementation of mitigation measures provided in this EIR will reduce these potential impacts to a level of insignificant. Therefore, implementation of the proposed project will not result in a cumulatively considerable impact on geology and soils.

HAZARDS AND HAZARDOUS MATERIALS

Implementation of the proposed project may result in exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. However, implementation of mitigation measure will reduce the potential risks to a level of insignificance. Implementation of the proposed project will result in a cumulatively considerable impact on exposure of people to wildland fire hazards.

HYDROLOGY AND WATER QUALITY

Implementation of the proposed project would result in water quality degradation due to erosion, sedimentation and urban runoff due to implementation of the proposed project. However, implementation of mitigation measures in this EIR will reduce these potential impacts to a level of insignificance. Therefore, implementation of the proposed project will not result in a cumulatively considerable impact on hydrology and water quality.

LAND USE, PLANNING AND RECREATION

Implementation of the proposed project will not result in any significant impacts and will therefore not have a cumulatively considerable impact on land use, planning, and recreation.

NOISE

Implementation of the proposed project will not result in any significant impacts and will therefore not have a cumulatively considerable impact on noise.

POPULATION AND HOUSING

Implementation of the proposed project will not result in any significant impacts and will therefore not have a cumulatively considerable impact on population and housing.

PUBLIC SERVICES AND UTILITIES

Implementation of the proposed project will result in a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for education and school services. However, implementation of mitigation measures will reduce the potential impacts to a level of insignificance. Therefore, implementation of the proposed project will not result in a cumulatively considerable impact on public services and utility systems.

TRANSPORTATION/TRAFFIC

Implementation of the proposed project will result in exceedence of the LOS threshold. As indicated in Chapter 3 of this EIR, the Donner Pass/Glenshire Drive intersection is forecast to exceed LOS standards under AM and PM peak-hour 2025 conditions with or without the project. However implementation of mitigation measures will reduce potentially significant impacts to a level of less than significant. Therefore, implementation of the proposed project will not result in a cumulatively considerable impact on area circulation.

5.6 Growth Inducing Impacts

CEQA Guidelines §15126.2(d) requires a discussion of growth-inducing impacts of a proposed project. Growth inducement occurs when a project would, either directly or indirectly, foster economic or population growth, construct additional housing, remove obstacles to population growth, increase burdens on existing community service facilities to the extent that new facilities would be needed, or encourage other activities that cause significant environmental effects. Note that it must not be assumed that growth is necessarily beneficial, detrimental, or of little significance to the environment.

DIRECT GROWTH INDUCEMENT

Direct population growth occurs when a project would result in the construction of a substantial amount of new housing or otherwise directly cause a substantial increase in the city's population.

The proposed project will directly induce population growth by constructing up to 213 new residential units with approximately 15 percent (32 lots) is designated Restricted Affordable and the remaining 85 percent will be marketable units. According to the Towns General Plan, the proposed residential units will house approximately 2.7 individuals. These averages result in a total population increase of approximately 575 at build out of the proposed project. These averages result in a total population increase of approximately 575 at build out of the proposed project which is anticipated to occur by 2010. This population increase represents a 2.71 percent increase to the Town's 2010 population as projected in the General Plan. This direct growth

inducement cannot be mitigated; however, the proposed project will not result in significant direct growth-inducing impacts since the growth has been planned for and is in accordance with the General Plan.

INDIRECT GROWTH INDUCEMENT

Indirect growth inducement occurs when a project would extend infrastructure to undeveloped areas or otherwise remove obstacles to population growth.

Implementation of the proposed project will result in public infrastructure being extended to undeveloped land located to the east and southeast of the project site. There is not currently any indication that these properties would be developed in the immediate future, as they are currently not located within the Town of Truckee boundary. The undeveloped land to the southeast and east are currently located in Nevada County and are zoned general agriculture (AG-X), and to the east zoned Interim Development Reserve (IDR), which is intended to be used as an interim zoning district to reflect and reserve the development potential of property designated as Planned Development and Special Development Area in the Nevada County General Plan.

Since there is the potential for implementation of the proposed project to indirectly induce unplanned growth in the vicinity of the project site the project is considered to be significantly growth-inducing.