

EXECUTIVE SUMMARY

Introduction

The proposed Canyon Springs Subdivision will be located on approximately 289 acres, at the far eastern end of the Town of Truckee adjacent to the Glenshire, Cambridge Estates, and Elkhorn Ridge subdivisions. Figure 2-1 provides an illustration of the proposed project location. The project site is identified by the Nevada County Assessor's office as Assessor's Parcel Numbers (APNs) 49-020-17, 18, 19, 20, 21, and 22. Access to the site is proposed via a new road within Nevada County (APN 48-090-28), which is proposed to be annexed to the Town of Truckee. The proposed project is requesting approval of a tentative map and planned development applications to subdivide six parcels comprising 289 acres into 213 residential lots in the Town of Truckee. This 213 lot project includes 181 market rate lots and 32 "restricted-affordable" lots, along with eight open space lots (see Figure 2-2). This Draft Environmental Impact Report (EIR) has been prepared for the following discretionary actions:

- Approval of a Tentative Subdivision Map Street Easement Abandonment (Doc. #97-019126, #88-15517, #84-31417)
- Approval of a Planned Development Application
- Annexation of Five Acres in Nevada County to Town of Truckee

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines and is an informational document intended to inform public decision-makers, responsible or interested agencies and the general public of the potential environmental effects of the proposed project, and where applicable, mitigation measures that can be implemented to reduce or avoid the potential adverse environmental effects.

Project Description

The applicant is requesting approval of a tentative map and planned development application to subdivide six parcels comprising 289 acres into 213 residential lots. The proposed project would consist of the following phases:

- Phase I: 51 for-sale market rate single family lots and 20 affordable lots (18 single family and two duplex);
- Phase II: 50 for-sale market rate single family lots and the remaining 12 affordable duplex lots;
- Phase III: The remaining 80 for-sale, market rate, single family lots.

The proposed project also requires abandonment of street and public utility easements created by a previous parcel map which will occur as part of tentative map approval. Future

development on the site will have two access points. The accesses propose to connect to Martis Peak Road and Edinburgh Drive. Martis Peak Road is a narrow paved roadway that connects directly to Glenshire Drive across from Whitehorse Road on the eastern end of the Glenshire area. All of Martis Peak Road is located within the jurisdiction of Nevada County. Edinburgh Drive is a short residential roadway that connects to a network of other local residential roads that weave through a neighborhood and exit onto Glenshire Drive near the Glenshire Clubhouse.

Located in the eastern Sierra Nevada Mountains at elevations ranging from 5,929 to 6,080 feet, the 289-acre project site is characterized by fairly gently sloping terrain with some relatively flat areas and three drainages. Biological communities consist primarily of Jeffrey pine, riverine, sagebrush, various low-growing ground cover species, ephemeral drainages, and seasonal wetlands. A Sierra Pacific Power-Glenshire electrical substation is located approximately 100 feet from the western edge of the site and a 60-KV transmission line traverses the northwestern portion of the project site. Land use surrounding the site includes recreational, forested open space, and rural/medium density residential.

The proposed project site is undeveloped; however, a well-developed network of unpaved roads and trails is distributed throughout the site. This network extends into adjacent lands on all sides of the study area. The study area is accessed from the Glenshire/Devonshire subdivision, and experiences unauthorized use year-round by nearby residents. In the winter, the predominant use is for cross-country and backcountry skiers, snowshoers, and snowmobile users. After the snow has melted, hikers, mountain bikers/dirt bikers/off-road vehicles and equestrians use the area frequently.

The Truckee General Plan designates the project site as RC/OS (Resource Conservation/Open Space) and RES 0.5-1 (Residential 0.5-1 unit per acre). The allowable density based on current zoning standards is 214 lots and consists of:

- 213 acres in RS-1 Zoning District (Single Family Residential, density of one dwelling unit per acre) that would allow a total of 213 lots.
- 71 acres in OS Zoning District (Open Space) allowing no housing units.
- Approximately five acres in Nevada County would allow one lot.

Summary of Impacts and Mitigation Measures

Section 15123(b)(1) of the Guidelines for the California Environmental Quality Act (State CEQA Guidelines) provides that the summary shall identify each significant effect with proposed mitigation measures that would reduce or avoid that effect. This information is summarized in Table S-1, Summary of Impacts and Mitigation Measures.

Potential Areas of Controversy and Issues to be Resolved

The following issues could produce controversy in reviewing and considering the proposed project:

- Aesthetics: Affects on the visual character and quality of the surrounding area including impacts from light and glare on the night sky.
- Air Quality: Increase in air pollution, particularly in winter.
- Biology: Impacts to the Loyaltan-Truckee deer herd as well as impacts to sensitive habitats and species.
- Hazards: Effect on emergency services, increased exposure to fire hazards.
- Recreation: Loss of recreation opportunities.
- Noise: Exposure to and creation of excessive noise levels.
- Public Services: School capacity.
- Transportation/Traffic: Project and cumulative increase in area traffic, as well as safety related issues.

Alternatives to the Project

Section 15126.6 of the State CEQA Guidelines requires the EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project, and to evaluate the comparative merits of the alternatives. Alternatives that would reduce or avoid significant impacts represent an environmentally superior alternative to the proposed project. However, if the environmentally superior alternative is the “No Project” alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

The alternatives identified for consideration are as follows:

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

This alternative is required under CEQA, and will consist of describing the effects of taking no action or not receiving project approval. This alternative entails a general discussion of what can reasonably be expected to occur in the plan area in the foreseeable future if the proposed project is not approved, based on the existing general plan land use designation, zoning, and available infrastructure and services.

As of the date of publication of this EIR, the plan area is zoned Residential (RS-1) and Open Space (OS). RS-1 allows the construction of one single family dwelling unit per one acre. In accordance with Section 15126.6(e)(3)(B) of the CEQA Guidelines, this “No Project” alternative assumes a continuation of the existing Town of Truckee General Plan designations and policies currently governing the plan area. This alternative identifies the practical result of the project’s non-approval. In this case, the “No Project Alternative” is not a “No Build” Alternative since the Town of Truckee has designated this area for residential development. Additionally, this area is adjacent to existing neighborhoods, has infrastructure available and is located in a highly desirable area. It is highly unlikely that this site would remain undeveloped if this project is not approved.

ALTERNATIVE 2: ONE ACCESS ALTERNATIVE

This alternative is the same as the proposed project, except that access to the site would be provided via Martis Peak Road to the north of the site, not via Edinburgh Drive. Under this alternative Edinburgh Drive would be used for emergency access only. Although this alternative is conceptual in nature, a reduction of vehicular access would not change the site plan design. It is assumed that the project density will be the same, and the entire site developed in a similar manner to the proposed project.

ALTERNATIVE 3: REDUCED DENSITY ALTERNATIVE

This alternative is a reduced density development project design in which there would be a 25% reduction in the number of residential units from the proposed 213 units to approximately 160 units. This alternative would develop in areas of the project site where the environmental impacts would be minimized and leave the remaining sensitive areas undeveloped. It is assumed that parcel sizes would be similar or slightly greater than the proposed project.

ALTERNATIVE 4: CLUSTERED ALTERNATIVE

This alternative is a development project design which would be the same as the proposed project except that the residential units would be clustered, allowing for more open space on site between the residential unit clusters. Overall, the project density would remain the same as and the entire site developed in a similar manner to the proposed project.

**Table S-1
Summary of Impacts and Mitigation Measures**

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.1 Aesthetics					
3.1-1	Have a substantial adverse effect on a scenic vista.	No Impact		No mitigation measures are required.	
3.1-2	Potential to damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact		No mitigation measures are required.	
3.1-3	Alteration of views of the proposed project site from roadways along and through the site, and from Key Observation Points.	Potentially Significant	3.1-3a	<ul style="list-style-type: none"> a. The area of soil and vegetation disturbance on each homesite must be limited to that required for necessary construction, access and landscaping purposes. Except where required by access, there must be no disturbance in setbacks and areas that are otherwise designated to be left in a natural state. b. Tree, brush, and rock removal must be limited to that reasonably necessary for the construction of a home and its protection from fire. No clear-cutting of trees within any building envelope will be permitted; however, it is understood that some selective pruning or removal of trees and shrubs will be necessary for the development of any homesite. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
		Potentially Significant	3.1-3b	<p>Land alterations for the proposed project shall comply with the following guidelines:</p> <ul style="list-style-type: none"> a. Limit cuts and fills; b. Limit grading to the smallest practical area of land; c. Limit land exposure to the shortest practical amount of time; d. Replant graded areas with native or non-invasive exotic species to ensure establishment of plant cover before the next rainy season; and e. Create grading contours that blend with the natural contours on site or with contours on property immediately adjacent to the area of development. 	Less Than Significant
		Potentially Significant	3.1-3c	<p>New roads, parking and utilities shall be designed to minimize visual impacts. Unless limited by other mitigation measures, geological or engineering constraints, utilities shall be installed underground, and roadways and parking areas shall be designed to fit the natural terrain.</p>	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
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.	Less Than Significant		No mitigation measures are required.	
3.2 Air Quality					
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 proposed project.	Potentially Significant	3.2-1a	<p>The project proponent shall include the following dust control mitigation requirements in all construction contracts:</p> <ul style="list-style-type: none"> • All construction activities would be subject to the requirements of the NSAQMD's Regulation 2, Rule 226 regarding dust control. • Alternatives to open burning of vegetative material on the proposed project site shall be used unless deemed infeasible by the Northern Sierra Air Quality Management District. Suitable alternatives are chipping, mulching, or conversion to biomass fuel. • Contractors shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<ul style="list-style-type: none"> • All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage. • All areas (including unpaved roads) with vehicle traffic shall be watered or have a dust palliative applied as necessary for stabilization of dust emissions. • All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads. • All land clearing, grading, earth moving or excavation activities shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph. • All inactive portions of the construction site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, apply 	

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				<p>county-approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. Acceptable materials that may be used for chemical soil stabilization include petroleum resins, asphaltic emulsions, acrylics, and adhesives which do not violate Regional Water Quality Control Board or California Air Resources Board standards.</p> <ul style="list-style-type: none"> • Paved streets adjacent construction sites shall be swept or washed at the end of each day, or as required to remove excess accumulations of silt and/or mud which may have resulted from activities at the construction site. • All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance. • Re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance. 	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
		Potentially Significant	3.2-1b	<p>Place equipment and vehicle mitigation requirements in all construction contracts. All construction contracts will require the following:</p> <ul style="list-style-type: none"> • Contactors shall provide a plan for approval by the NSAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. • Properly maintain all mobile and stationary equipment. 	Less Than Significant
3.2-2	Project traffic would increase carbon monoxide concentrations at intersections affected by project traffic.	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.2-3	Project-related summertime emissions of ozone precursors would exceed the NSAQMD's thresholds of significance.	Potentially Significant		<ul style="list-style-type: none"> • No open burning of any material within the project site. • Landscape with native drought-resistant species to reduce the demand for gas powered landscape maintenance equipment. • Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupants sensors. • Incorporate appropriate passive solar design and solar heaters. • Use devices that minimize the combustion of fossil fuels. • Require that landscape maintenance vehicles and equipment be electric. • Install electrical outlets on exterior walls to promote the use of electric landscape maintenance equipment. • Install gas outlets for gas burning barbeques. • Install low-NOx hot water heaters. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.2-4	Project-associated emissions of wintertime PM ₁₀ would exceed the NSAQMD significance threshold.	Potentially Significant	3.2-4a	<ul style="list-style-type: none"> • Prior to Final Map recordation, the project proponent shall either prohibit woodstoves on all single-family lots by placing a deed restriction on the title or pay an air quality mitigation fee per lot to the Air Quality Mitigation Fund to allow for EPA-Certified Phase II wood-burning devices. The amount of the fee shall be the fee established by Town Council resolution and in effect at the time of Final Map recordation. • No open burning of trash, leaves, vegetation or other material will be allowed within the proposed project. 	Less Than Significant
		Potentially Significant	3.2-4b	Prior to Final Map recordation, the project proponent shall pay an air quality mitigation fee to the Air Quality Mitigation Fund to offset PM ₁₀ emissions from vehicle tail pipes and re-entrained road dust to a level of zero from these sources. The amount of the mitigation fee shall be based on 50% of the total PM ₁₀ emissions estimated by Town Council resolution and in effect at the time of Final Map recordation. The fees collected will be used to reduce particulate matter emissions from existing sources within the Truckee Air Basin including improvements to street	Less Than Significant

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				sanding and sweeping operations to reduce re-entrained road dust emissions.	
3.3 Biological Resources					
3.3-1	Disturbance to common plant communities including Jeffrey pine and sagebrush.	Less Than Significant		No mitigation measures are required.	
3.3-2	Removal of habitat for common wildlife currently utilizing the communities on the site.	Less Than Significant		No mitigation measures are required.	
3.3-3	Potential disturbance to special-status plant species.	Less Than Significant		No mitigation measures are required.	
3.3-4	Potential loss of wildlife movement and migration corridors.	Potentially Significant	3.3-4a	Prior to construction activities, the applicant shall prepare an open space preserve management plan for review and approval by CDFG. The open space preserve and wildlife corridor shall be managed under the guidance of an open space preserve management plan. The plan shall be prepared in consultation with the CDFG and shall include additional measures minimizing impacts to deer movement on the project site which may include restoring meadows and burned areas on- and off-site by planting bitterbrush, etc., creating guzzlers (perennial water sources) for deer and other	Less Than Significant

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				wildlife in areas that are otherwise suitable, including the presence of browse and cover, planting of additional willows and trees such as alders in the corridor to create cover and purchasing timber rights off-site to preserve cover. At a minimum, the plan shall include detailed strategies for the long term maintenance, monitoring, and funding of the preserve. The plan shall include a 600-foot setback area dedicated as open space within which may be used by deer as a deer movement corridor; the setback will be located along the eastern boundary of the project site as shown on Figure 3.3-1. The open space preserve management plan will be enforced and monitored by the CDFG and Town of Truckee. The management plan shall be reviewed annually by the CDFG. The open space preserve management plan shall explicitly prohibit off-road motorized vehicles.	
		Potentially Significant	3.3-4b	Prior to the onset of construction activities, the applicant shall delineate the boundaries of the setback buffers around all tributaries, ephemeral drainages, streams and the 182.34-acre open space area in a way that clearly designates these areas as no-work zones (e.g. signage, flagging etc.). Signage	Less Than Significant

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				<p>shall be posted every 100-feet which clearly states that these no-work zones contain sensitive biological resources; this verbage shall be readable from a distance of 100-feet. In addition, the 600' eastern setback will be clearly designated as a as no-work zone using signage which clearly states that the area is a migratory setback. Exclusionary or any other type of construction fencing will not be used as it may inhibit the movement of deer herds and other larger wildlife. Delineation methods and signage shall be approved by a qualified biologist to ensure that these areas are adequately marked to prevent construction crews and equipment from disturbing these areas.</p>	
3.3-5	Potential disturbance of nesting migratory birds and raptors.	Potentially Significant	3.3-5a	<p>If development is proposed during the breeding season (April-August), a focused survey for migratory bird and raptor nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on the site.</p> <p>If no active nests are identified during the survey or if development is proposed to occur during the non-breeding season (September-March), no further mitigation would be required.</p>	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				If active nests are identified on the site, no construction activities shall take place within 100 feet of migratory bird nests and 500 feet of raptor nests until the young have fledged as determined by a qualified biologist.	
		Potentially Significant	3.3-5b	Trees containing nests that must be removed as a result of implementation of the proposed development shall be removed during the non-breeding season (September-March) under the supervision of a qualified biologist.	Less Than Significant
3.3-6	Potential disturbance to Sierra Nevada Fox.	Potentially Significant	3.3-6	Prior to the onset of construction activities, a preconstruction survey will be conducted as outlined by the CDFG draft recommendations for protection of fox species prior to or during ground disturbance to determine whether Sierra Nevada red fox species are present at the project site. This survey shall be conducted no less than 14 days and no more than 30 days before beginning ground disturbance and/or construction activities or any project activity likely to affect Sierra Nevada red fox species. If no evidence of this species is found during field surveys, no further measures are required.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>However, if active Sierra Nevada red fox dens are determined to occur on the site, technical assistance shall be requested from CDFG to determine further actions. At a minimum, construction activities shall not occur within 500 feet of an active den.</p> <p>If Sierra Nevada red fox dens are located on the site, further study may be required to determine the extent of the species range on the site and formal consultation with the CDFG shall be required to determine appropriate survey techniques. To the maximum extent possible, the project shall be re-designed to avoid the species range (PCGP Policy 6.C.6). If avoidance is not feasible, a CESA 2081 Take Permit shall be obtained from the CDFG.</p>	
3.3-7	Potential disturbance to special-status bat species.	Potentially Significant	3.3-7	If trees must be removed during the maternity season (March 1 to September 30), a qualified bat specialist (i.e., a person holding a CDFG collection permit and a memorandum of understanding with CDFG allowing the handling and collection of bats) will conduct a pre-construction survey to identify those trees proposed for disturbance that could potentially provide hibernacula or nursery colony roosting habitat for bats. Each tree identified as	Less Than Significant

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				<p>potentially supporting an active maternity roost will be closely inspected by the bat specialist a maximum of seven days prior to tree disturbance to more precisely determine the presence or absence of roosting bats.</p> <p>If bats are not detected, but the bat specialist determines that roosting bats may be present, it is preferable to push the tree down using heavy machinery rather than felling it with a chainsaw. Maternity season lasts from March 1 to September 30. Trees determined to be maternity roosts must be left in place until the end of the maternity season. A 250-foot buffer, in which no construction activities are permitted, will be established around any tree, rock outcrop, or other occupied roost habitat until the end of the maternity season (September 30).</p> <p>The bat specialist will document all monitoring activities, and will prepare a summary report upon completion of tree disturbance activities. Reports will cover at the following topics:</p> <ul style="list-style-type: none"> the number and type of affected trees determined to support or potentially 	

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				<p>support roosting bats prior to disturbance;</p> <ul style="list-style-type: none"> • any actions undertaken to safely exclude roosting bats prior to disturbance and the results of those actions; • trees temporarily avoided to protect roosting bats; and • roosting bats found (alive or dead) after trees were removed or relocated. <p>This report will be provided to the Town of Truckee within 30 days following completion of tree removals.</p>	
3.3-8	Potential to result in the fill of potential jurisdictional waters of the U.S. or disturb riparian areas.	Potentially Significant	3.3-8a	<p>If any impacts to wetlands are proposed, then the appropriate Section 404 permit shall be acquired as well as a Section 401 Water Quality certification or waiver shall also be acquired.</p> <p>Any jurisdictional waters that would be lost or disturbed due to implementation of the proposed project shall be replaced or rehabilitated on a “no-net-loss” basis in accordance with the USACEs’ mitigation guidelines, the RWQCB guidelines, and the</p>	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>Town of Truckee General Plan (Policy 1.3 and 1.4). Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to the USACE, the RWQCB, and the Town of Truckee.</p> <p>Prior to issuance of a grading permit, a Streambed Alteration Agreement shall be obtained from CDFG, pursuant to Section 1600 et al of the CDFG Code, for each stream crossing and any other activities affecting the bed, bank, or associated riparian vegetation of the stream. The project applicant shall abide by the conditions of any executed permits.</p> <p>The Town of Truckee will also require a Minor Use Permit for any disturbance within 200 feet of a wetland. This permit shall be acquired prior to any grading or ground disturbance activities.</p>	
		Potentially Significant	3.3-8b	Prior to the onset of construction activities, the applicant shall submit grading plans to the Town of Truckee for review and approval. Plans shall incorporate measures as identified in the Town of Truckee's Grading Ordinance which are designed to assure that downstream wetland and	Less Than Significant

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				riparian areas are adequately protected from sedimentation, deposition and other adverse impacts resulting from upstream ground disturbance.	
		Potentially Significant	3.3-8c	Installation of utility lines (including sewer) that are required to cross drainage ways shall utilize a jack and bore method of installation in order to avoid any encroachment or damage to the drainage way.	Less Than Significant
3.4 Cultural Resources					
3.4-1	Disruption of known and unknown cultural resources.	Potentially Significant	3.4-1	<p>Because only surface remains may be potentially impacted by project activities, no archaeological test excavations are necessary. However, all surface remains shall be collected, analyzed, and reported upon, leaving potential subsurface archaeological deposits in tact and undisturbed. In addition, all surface site indicators shall be removed to prevent threats to site integrity from vandalism.</p> <p>Additional study at both sites shall be conducted, including the following activities:</p> <ul style="list-style-type: none"> • field artifact technical analysis prior to project ground disturbance activities 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<ul style="list-style-type: none"> • 100% collection of all surface artifacts • submittal of a small representative sample of collected artifacts for basalt sourcing analysis • completion of a catalog of items collected and preparation of a brief report presenting findings of lithics analysis. <p>Native American sites TB-1 and TB-2 shall remain within open-space areas that are free from ground disturbance activities. During project construction, a protective buffer shall be maintained by installing temporary fencing around each site. Fencing shall be removed after project ground disturbance activities cease.</p> <p>Although the project area has been subject to systematic surface archaeological investigations, it is possible that buried or concealed heritage resources could be present and detected during project ground disturbance activities. In the event of fortuitous discoveries of additional heritage resources, which have not previously been inventoried, project activities shall cease in the area of the find and the project sponsor</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				shall consult a qualified archaeologist for recommended procedures.	
3.5 Geology and Soils					
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.	Potentially Significant	3.5-1	Prior to approval of the final map, the project proponent shall obtain a qualified geologist to perform trenching in the vicinity of the concealed fault trace on the project site to determine whether an active or potentially active fault is present.	Less Than Significant
3.5-2	The proposed project could result in soil erosion or the loss of topsoil.	Potentially Significant	3.5-2a	<p>The project proponent shall prepare a grading plan that specifies the following:</p> <ol style="list-style-type: none"> 1. The project site should be graded and maintained such that surface drainage is directed away from the structures. 2. All homes shall utilize gravel infiltration trenches under the drip line of all building eaves and along all driveways. This requirement shall be included in the Covenants, Conditions and Restrictions (CC&R) and shown on building plans for individual residences. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
		Potentially Significant	3.5-2b	<p>The project proponent shall be responsible for preparing a site-specific erosion control plan. The erosion control plan is subject to review and approval by the Town of Truckee and shall be implemented during all phases of construction. The erosion control plan shall utilize Best Management Practices in accordance with the California Stormwater Quality Association <i>Stormwater Best Management Practice Handbook</i>, and shall include one or more of the following:</p> <ol style="list-style-type: none"> 1. Directing some of the flow to sheet discharge onto grassy areas or open space. 2. The placement of water quality interceptor devices. 3. Use of rock-lined ditches below pipe outlets. 4. Vegetated grass lined swales. 5. Minimizing drainage concentration from impervious surfaces. 6. Construction management techniques. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>7. Erosion protection at culvert outfall locations.</p> <p>Implementation of the above BMPs shall ensure that pre-project flows are equal to or less than post-project flows.</p>	
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 proposed project site.	Potentially Significant	3.5-3	Building areas shall be set back from sloping areas adjacent to drainages. Existing landslides shall be repaired to prevent further landslides. Surface water should be diverted away from slopes to prevent erosion, the acceleration of creep, and landslides. All drainage areas and existing and potential landslide areas should be maintained in an open space easement to allow future access by geologists as necessary.	Less Than Significant
3.6 Hazards and Hazardous Materials					
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.	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
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.	Less Than Significant		No mitigation measures are required.	
3.6-3	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant		No mitigation measures are required.	
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.	No Impact		No mitigation measures are required.	
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.	Potentially Significant	3.6-5a	The project applicant shall submit a fire safety plan and fuel modification plan that provides for (1) increased safety for emergency fire equipment and evacuating residents and visitors; (2) a point of attack or defense from a wildfire; and (3) strategic siting of fuel breaks, fire breaks, and greenbelts. The plan shall be reviewed by the Truckee Fire Protection District.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
		Potentially Significant	3.6-5b	The project applicant shall complete the project site's secondary access point via Edinburgh Drive during Phase I of the construction.	Less Than Significant
		Potentially Significant	3.6-5c	<ol style="list-style-type: none"> 1. The project applicant shall install and provide proof of a serviceable water system prior to construction of the first residence. 2. All hydrants shall be space a maximum distance of 500 feet apart in residential areas. 3. The project applicant shall ensure that fire flow be provided to each hydrant at a rate of no less than 1,000 gallons per minute for a duration of 2 minutes in residential areas, with the provision that any residential dwelling exceeding 3,600 square feet shall be required to have no less than a fire flow rate of 1,500 gallons per minute. 	Less Than Significant
		Potentially Significant	3.6-5d	<ol style="list-style-type: none"> 1. Prior to approval of final maps and the issuance of any building permits, the applicant shall provide verification that all fire safety standards and conditions have been met as required by Truckee Fire Protection District. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<ol style="list-style-type: none"> 2. Underbrush, dead and dying branches from trees shall be removed up to a minimum of 100-feet from the perimeter of all structures. 3. All flammable vegetation within 10 feet from the edge of road and driveway pavement shall be removed. 4. All flammable vegetation within 30 feet of all structures shall be removed. 	
3.7 Hydrology and Water Quality					
3.7-1	Water quality degradation due to erosion, sedimentation and urban runoff due to implementation of the proposed project.	Potentially Significant	3.7-1	<p>A. Prior to approval of improvement plans, a grading plan shall be prepared for the project site that contains the following provisions:</p> <ol style="list-style-type: none"> 1. Incorporate sound soil conservation practices and minimize land alterations. 2. Limit cuts and fills and balance cut and fill on-site. 3. Limit grading to the smallest practical area of land. 4. Limit land exposure to the shortest practical amount of time. 	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<ol style="list-style-type: none"> 5. Replant graded areas with native or non-invasive exotic species to ensure establishment of plant cover before the next rainy season. If early rains occur, construction must cease and all unpaved areas be covered with straw or similar material. 6. Create grading contours that blend with the natural contours on-site or with contours on property immediately adjacent to the area of development. 7. Roadways, parking areas, trails and paths shall be designed to fit the natural terrain and minimize erosion. 8. Development near or on portions of hillsides shall not cause or worsen natural hazards such as erosion, sedimentation, or water quality concerns. 9. Erosion and sediment control measures including temporary vegetation (native or non-invasive exotic species) sufficient to stabilize disturbed areas. 	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>10. Incorporate the use of natural stormwater drainage systems to preserve and enhance natural features whenever possible.</p> <p>11. Indicate that proper control of erosion, sedimentation, siltation and other pollutants will be implemented per NPDES permit requirements and Town standards.</p> <p>12. Use landscaping, re-vegetation, the use of rice straw or other weed-free vegetative material for erosion control measures, or similar stabilization techniques.</p> <p>13. The site should be graded such that surface drainage is directed away from the structures. Final grade should slope a minimum of 2% away from the structures.</p> <p>B. Best Management Practices (BMPs) shall be applied during construction to minimize erosion and sedimentation. An erosion control plan shall be submitted prior to ground disturbing activities that reduces erosion and water quality degradation. BMP's selected</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>shall be in accordance with the California Stormwater Quality Association “Stormwater Best Management Practice Handbook,” and the Lahontan Regional Water Quality Control Board “Project Guidelines for Erosion Control.” These guidelines include the following the following temporary construction BMPs:</p> <ol style="list-style-type: none"> 1. Surplus or waste materials shall not be placed in drainage ways or within the 100-year flood plain of surface waters. 2. All loose piles of soil, silt, clay, sand, debris, or earthen materials shall be protected in a reasonable manner to prevent discharge of pollutants to waters of the State. Material stockpiles should be placed on the upgradient side of excavation whenever possible. Stockpiles may also be protected by covering to prevent contact with precipitation and by placing sediment barriers around the stockpiles. 3. Dewatering shall be done in a manner so as to prevent the 	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>discharge of pollutants, including earthen materials, from the site. The first option is to discharge dewatering waste to land. A separate permit may be required if, due to site constraints, dewatering waste must be discharged to surface waters. Contact the Regional Board for information on discharging to surface waters.</p> <p>4. All disturbed areas shall be stabilized by appropriate erosion and/or sediment control measures by October 15 of each year.</p> <p>5. All work performed between October 15 and May 1 of each year shall be conducted in such a manner that the project can winterized within 48 hours. Winterized means implementing erosion and/or sediment controls that will prevent the discharge of earthen materials from the site and the controls will remain effective throughout the rainy/snow season without requiring maintenance. In general, this requires stabilizing bare disturbed soils with mulch, erosion protection</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>blankets, or other suitable materials, and installing perimeter sediment controls such as fiber logs or other similar materials that will remain effective during significant rain and snow events.</p> <p>6. After completion of a construction project, all surplus or waste earthen material shall be removed from the site and deposited at a legal point of disposal.</p> <p>7. All non-construction areas (areas outside of the construction zone that will remain undisturbed) shall be protected by fencing or other means to prevent necessary encroachment outside the active construction zone.</p> <p>8. During construction, temporary erosion control facilities (e.g., impermeable dikes, filter fences, weed-free straw bales, etc.) shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>9. Control of run-on water from offsite areas shall be managed (protected, diverted, treated, etc.) to prevent such water from degrading before it discharged from the site.</p> <p>10. Where construction activities involve the crossing and/or alteration of a stream channel, such activities require a prior written agreement with the California Department of Fish and Game and shall be timed whenever possible to occur during the period in which streamflow is expected to be lowest for the year. Other control measures may be used as necessary to prevent adverse effects from work in surface waters.</p> <p>The following Permanent Construction BMP's shall be applied during construction:</p> <p>1. Impervious surfaces should be constructed with infiltration trenches or comparable infiltration structures along downgradient sides to infiltrate the increase in runoff resulting from the new impervious</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>surfaces. Infiltration structures should also be constructed to accept runoff from structural (roof top) drip lines. Other control measures may be considered if design and/or site constraints are such that construction of infiltration devices is infeasible. Additional specific design specifications are required for the Truckee, Little Truckee and Long Hydrologic Units/Areas (see specific requirements below).</p> <ol style="list-style-type: none"> 2. Where possible, existing drainage patterns shall not be significantly modified. 3. Drainage swales disturbed by construction activities shall be stabilized by the addition of crushed rock or riprap, as necessary, or other appropriate stabilization methods. 4. Revegetated areas shall be regularly and continually maintained in order to assure adequate growth and root development. Physical erosion control measures (controls other than live vegetation) shall be placed on a routine maintenance and 	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>inspection program to provide continued erosion control integrity.</p> <p>C. Additional Requirements for Specific Watersheds - Truckee River Hydrologic Area and Little Truckee Hydrologic Unit:</p> <ol style="list-style-type: none"> 1. Runoff from impervious surfaces shall be treated or contained onsite. For purposes of this requirement, the volume of water to be contained or treated is the 20-year, one-hour storm, which is equal to 0.7 inches of rain. 2. Except in the event of emergencies, land disturbance associated with project construction is prohibited between October 15th and May 1st of the following year. Exemptions may be granted by the Executive Officer on a case by case basis. 3. The erosion control plan shall indicate that proper control of erosion, sedimentation, siltation and other pollutants will be implemented per NPDES permit requirements and Town standards. 	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>The plan shall address storm drainage during construction and propose BMP's to reduce erosion and water quality degradation. All drainage facilities shall be constructed to Town of Truckee specifications. The plan shall also specify restoration measures for graded areas including but not limited to landscaping, re-vegetation, the use of rice straw or other weed free vegetative material for erosion control measures. Low Impact Development (LID) techniques should be utilized. Zero discharge areas may be utilized to minimize runoff including wet ponds, detention ponds, infiltration areas, grassy swales, and/or rain gardens between the road surfaces and other paved areas. Roof downspouts should be directed into conduits carrying water away from the building.</p> <p>4. Drainage facilities shall be protected as necessary to prevent erosion of the onsite soils immediately following grading activities. In addition, cut slopes</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>and drainage ways within native material shall be protected from direct exposure to water runoff immediately following grading activities. The design for collected run-off shall dissipate the energy. Cut and fill embankment slopes shall be protected from sheet, rill, and gully erosion and shall not exceed 2:1, horizontal to vertical.</p> <p>5. Design, construction, and maintenance techniques shall ensure development near a creek will not cause or worsen natural hazards (such as erosion, sedimentation, flooding, or pollution) and will include erosion and sediment control practices such as: 1) turbidity screens and other management practices, which shall be used as necessary to minimize siltation, sedimentation, and erosion, and shall be left in place until disturbed areas are stabilized with permanent vegetation that will prevent the transport of sediment off site; and 2) temporary vegetation sufficient to stabilize disturbed areas.</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>6. Pre-project stormwater flows shall equal post project flows for the design year event.</p> <p>7. Prior to submittal of improvement plans, the project applicant shall complete a final design hydrology and hydraulics report. This report shall include the volumes for a 10-year, 1-hour event and shall identify all existing drainage on the property and adjacent property that may affect this project in accordance with Town Engineering Standards. The report shall address recommendations made by Geocon in their peer review of "Preliminary Hydrology & Hydraulics Report for Tahoe Boca," October 3, 2003, prepared by CFA of Reno, Nevada, as follows:</p> <p>The methods reportedly used to perform the hydrologic analysis conform to the general standards of practice for the area at the time the analysis was performed. However, the data presented in Table 2 of the Preliminary</p>	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				<p>Hydrology & Hydraulics Report do not appear to provide a valid comparison for the 10-year and 20-year events. Specifically, the volumes for the 20-year event are based on 1-hour totals, whereas the volumes for the 10-year event are based on 24-hour totals. Both volumes should be based on the same time increment, either 1-hour or 24-hour totals. The Preliminary Hydrology & Hydraulics Report text also does not provide infiltration/percolation rates for soils on the Site.</p>	
3.7-2	<p>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.</p>	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.8 Land Use, Planning and Recreation					
3.8-1	Potential for the proposed project to physically divide an established community.	No Impact		No mitigation measures are required.	
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.	No Impact		No mitigation measures are required.	
3.8-3	Create land use conflicts with adjacent properties.	Less Than Significant		No mitigation measures are required.	
3.8-4	Conflict with any applicable habitat conservation plan or natural community conservation plan.	No Impact		No mitigation measures are required.	
3.8-5	Increased use of parks and other recreational facilities as a result of increased population from the proposed project.	Less Than Significant		No mitigation measures are required.	
3.9 Noise					
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.	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
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.	Less Than Significant		No mitigation measures are required.	
3.9-3	Development of the project area could result in a significant increase in traffic noise levels along area roadways.	Less Than Significant		No mitigation measures are required.	
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.	Potentially Significant	3.9-4	<p>Construction activities shall adhere to the requirements of the Town of Truckee with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.</p> <p>Construction activities shall be restricted to between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 7 p.m. on Saturdays. No construction activities will occur on Sundays and holidays.</p>	Less Than Significant
3.9-5	Would the project be located within an airport land use plan or, within two miles of a public	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
	airport or private airstrip, resulting in the exposure of people residing or working in the project area to excessive noise levels.				
3.10 Population and Housing					
3.10-1	Development of the proposed project would increase the population in the vicinity (growth-inducing impact) beyond that which is anticipated in the General Plan.	Less Than Significant		No mitigation measures are required.	
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.	No Impact		No mitigation measures are required.	
3.11 Public Services and Utilities					
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	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
	times or other performance objectives for any of the public services.				
3.11-2	Result in the construction of new water or expansion of existing facilities, the construction of which could cause significant environmental effects.	Potentially Significant	3.11-2a	Prior to the upgrade of the off-site water line, the applicant shall submit a construction traffic control plan to the Town that demonstrates that traffic delays will be minimized and advance notice directly to property owners will be provided at least 2 weeks prior to construction as well as informational signage and appropriate detours if necessary.	Less Than Significant
		Potentially Significant	3.11-2b	Construction activities shall adhere to the requirements of the Town of Truckee with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses. Construction activities for the off-site water lines shall be restricted to between the hours of 8 a.m. and 5 p.m. Monday through Friday. No construction activities will occur on Saturdays, Sundays and holidays.	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.11-3	Result in inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less Than Significant		No mitigation measures are required.	
3.11-4	Exceed the capacity of the landfill.	Less Than Significant		No mitigation measures are required.	
3.12 Transportation/Traffic					
Proposed Project					
3.12-1	Exceedence of LOS thresholds	Significant	3.12-1	Without the proposed project, the Glenshire Drive/Donner Pass Road intersection is estimated to degrade to LOS F in the Year 2012. However, with construction of Phase One only (currently proposed as 71 residential units), this intersection is expected to maintain an acceptable LOS (LOS E or better) until the Year 2010, at which time it is expected to degrade to LOS F. Potential alternatives to improve LOS at the Glenshire Drive/Donner Pass Road intersection are presented under Impact #3.12-29. The Donner Pass Road Extension/Glenshire Drive realignment will likely be constructed in the near future, thereby eliminating the failing left-turn movement and providing an acceptable intersection LOS with full buildout of the proposed project. Therefore, the proposed project shall not commence Phase 2 or	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				Phase 3 until the construction of the Donner Pass Road Extension/Glenshire Drive realignment is complete. With this condition, the Glenshire Drive/Donner Pass Road intersection is expected to maintain an acceptable LOS.	
3.12-2	Project implementation conflicts with existing goals and policies.	Less Than Significant		No mitigation measures are required.	
3.12-3	Project provides inadequate emergency access.	Less Than Significant		No mitigation measures are required.	
3.12-4	Project implementation results in pedestrian/bicycle conflicts.	Potentially Significant	3.12-4	The project applicant shall work with the Town to determine the appropriate size and extent of the bicycle facilities that are required through the site. This would include a determination as to whether a full Class I bicycle facility should be constructed or whether a pedestrian trail is adequate. The proposed project's contribution towards constructing these facilities will also be determined and the applicant will at a minimum be required to reserve right of way for a future facility.	Less Than Significant
3.12-5	Project implementation exacerbates an existing traffic safety deficiency.	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
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.	Less Than Significant		No mitigation measures are required.	
3.12-7	Project implementation results in exceedance of LOS thresholds during the construction phases.	Less Than Significant		No mitigation measures are required.	
One Access Alternative					
3.12-8	Exceedence of LOS Thresholds	Significant	3.12-8	Without the proposed project, the Glenshire Drive/Donner Pass Road intersection is estimated to degrade to LOS F in the Year 2012. However, with construction of Phase One only (currently proposed as 71 residential units), this intersection is expected to maintain an acceptable LOS (LOS E or better) until the Year 2010, at which time it is expected to degrade to LOS F. Potential alternatives to improve LOS at the Glenshire Drive/Donner Pass Road intersection are presented under Impact #3.12-29. The Donner Pass Road Extension/Glenshire Drive realignment will likely be constructed in the near future, thereby eliminating the failing left-turn movement	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				and providing an acceptable intersection LOS with full buildout of the proposed project. Therefore, the proposed project shall not commence Phase 2 or Phase 3 until the construction of the Donner Pass Road Extension/Glenshire Drive realignment is complete. With this condition, the Glenshire Drive/Donner Pass Road intersection is expected to maintain an acceptable LOS.	
3.12-9	Project Implementation Conflicts with Existing Goals and Policies	Less Than Significant		No mitigation measures are required.	
3.12-10	Project Provides Inadequate Emergency Access	Potentially Significant	3.12-10	The proposed project shall provide a gated emergency access via Edinburgh Drive.	Less Than Significant
3.12-11	Project Implementation Results in Pedestrian/Bicycle Conflicts	Potentially Significant	3.12-4	Implementation of Mitigation Measure 3.12-4 will mitigate this impact to a less-than-significant level.	Less Than Significant
3.12-12	Project Implementation Exacerbates an Existing Traffic Safety Deficiency	Less Than Significant		No mitigation measures are required.	
3.12-13	Project Implementation Results in Exceeding the Capacity of an Existing Transit Service or Results in Ridership Levels Adequate to Meet the	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
	Transportation Development Act 10 Percent Minimum Fare Box Ratio.				
3.12-14	Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases	Less Than Significant		No mitigation measures are required.	
Reduced Density Alternative					
3.12-15	Exceedance of LOS Thresholds	Significant	3.12-15	Without the proposed project, the Glenshire Drive/Donner Pass Road intersection is estimated to degrade to LOS F in the Year 2012. However, with construction of Phase One only (currently proposed as 71 residential units), this intersection is expected to maintain an acceptable LOS (LOS E or better) until the Year 2010, at which time it is expected to degrade to LOS F. Potential alternatives to improve LOS at the Glenshire Drive/Donner Pass Road intersection are presented under Impact #3.12-29. The Donner Pass Road Extension/Glenshire Drive realignment will likely be constructed in the near future, thereby eliminating the failing left-turn movement and providing an acceptable intersection LOS with full buildout of the proposed project. Therefore, the proposed project shall not commence Phase 2 or Phase 3	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				until the construction of the Donner Pass Road Extension/Glenshire Drive realignment is complete. With this condition, the Glenshire Drive/Donner Pass Road intersection is expected to maintain an acceptable LOS.	
3.12-16	Project Implementation Conflicts with Existing Goals and Policies	Less Than Significant		No mitigation measures are required.	
3.12-17	Project Provides Inadequate Emergency Access	Less Than Significant		No mitigation measures are required.	
3.12-18	Project Implementation Results in Pedestrian/Bicycle Conflicts	Potentially Significant	3.12-4	Implementation of Mitigation Measure 3.12-4 will mitigate this impact to a less-than-significant level.	Less Than Significant
3.12-19	Project Implementation Exacerbates an Existing Traffic Safety Deficiency	Less Than Significant		No mitigation measures are required.	
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.	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
3.12-21	Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases	Less Than Significant		No mitigation measures are required.	
Clustered Alternative					
3.12-22	Exceedance of LOS Thresholds	Significant	3.12-22	Without the proposed project, the Glenshire Drive/Donner Pass Road intersection is estimated to degrade to LOS F in the Year 2012. However, with construction of Phase One only (currently proposed as 71 residential units), this intersection is expected to maintain an acceptable LOS (LOS E or better) until the Year 2010, at which time it is expected to degrade to LOS F. Potential alternatives to improve LOS at the Glenshire Drive/Donner Pass Road intersection are presented under Impact #3.12-29. The Donner Pass Road Extension/Glenshire Drive realignment will likely be constructed in the near future, thereby eliminating the failing left-turn movement and providing an acceptable intersection LOS with full buildout of the proposed project. Therefore, the proposed project shall not commence Phase 2 or Phase 3 until the construction of the Donner Pass Road Extension/Glenshire Drive realignment is complete. With this condition, the Glenshire Drive/Donner Pass	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
				Road intersection is expected to maintain an acceptable LOS.	
3.12-23	Project Implementation Conflicts with Existing Goals and Policies	Less Than Significant		No mitigation measures are required.	
3.12-24	Project Provides Inadequate Emergency Access	Less Than Significant		No mitigation measures are required.	
3.12-25	Project Implementation Results in Pedestrian/Bicycle Conflicts.	Potentially Significant	3.12-4	Implementation of Mitigation Measure 3.12-4 will mitigate this impact to a less-than-significant level.	Less Than Significant
3.12-26	Project Implementation Exacerbates an Existing Traffic Safety Deficiency	Less Than Significant		No mitigation measures are required.	
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.	Less Than Significant		No mitigation measures are required.	
3.12-28	Project Implementation Results in Exceedance of LOS Thresholds during the Construction Phases	Less Than Significant		No mitigation measures are required.	

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
Cumulative Impacts – Proposed Project					
3.12-29	Cumulative Impact of Project Results in Exceedence of LOS Thresholds	Potentially Significant	3.12-29	As improvements to the Donner Pass Road/Glenshire Drive intersection and the Eastern Railroad Undercrossing (which would include the realignment of Donner Pass Road) are included in the Town of Truckee Impact fee, the proposed project's payment of Traffic Impact Fees would mitigate the impacts to the Donner Pass Road/Glenshire Drive intersection. The Town's traffic mitigation fees are calculated based upon a methodology provided in the Town of Truckee Traffic Impact Mitigation Fee Report (AB 1600 Fee Analysis) (Town of Truckee, May 17, 1999), which currently requires a fee of \$2,450.00 per Dwelling Unit Equivalent (DUE). Multiplying this fee by the 213 units indicates a fee of roughly \$507,153 would be paid by the proposed project, based upon the current fee. As these fees are due upon issuance of building permit, they may differ depending upon the unit fee in place at the time of building permit issuance.	Less Than Significant
Cumulative Impacts – One Access Alternative					
3.12-30	Cumulative Impact of Project Results in Exceedence of LOS Thresholds	Potentially Significant	3.12-29	Implementation of Mitigation Measure 3.12-29 will mitigate the impact to a less-than-significant level	Less Than Significant

Impact #	Impact	Significance	Mitigation #	Mitigation Measure	Significance After Mitigation
Cumulative Impacts – Reduced Density Alternative					
3.12-31	Cumulative Impact of Project Results in Exceedence of LOS Thresholds	Potentially Significant	3.12-29	Implementation of Mitigation Measure 3.12-29 will mitigate the impact to a less-than-significant level.	Less Than Significant
Cumulative Impacts – Clustered Alternative					
3.12-32	Cumulative Impact of Project Results in Exceedence of LOS Thresholds	Potentially Significant	3.12-29	Implementation of Mitigation Measure 3.12-29 will mitigate the impact to a less-than-significant level.	Less Than Significant