

Attachment 5

TOWN OF TRUCKEE California

RESOLUTION 2018-78

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE
APPROVING AN ADDENDUM TO THE JOERGER RANCH SPECIFIC PLAN EIR;
AMENDING THE MITIGATION, MONITORING, AND REPORTING PROGRAM; AMENDING
THE JOERGER RANCH SPECIFIC PLAN CONDITIONS OF APPROVAL; AND AMENDING
THE SOARING RANCH CONDITIONS OF APPROVAL**

WHEREAS, on March 24, 2015 the Town Council adopted Resolution Nos. 2015-09 and 2015-10, herein incorporated by reference, thereby adopting the Joerger Ranch Specific Plan and certifying the Joerger Ranch Specific Plan Environmental Impact Report (“EIR”) (SCH #2012052073); and

WHEREAS, on March 13, 2018, the Town Council approved the Soaring Ranch Project (No. 2017-00000078 DP/TM/PD), which is within the Joerger Ranch Specific Plan area, through Resolution 2018-15, herein incorporated by reference; and

WHEREAS, the Town has received a request from the owners of the property contained within the Joerger Ranch Specific Plan to amend certain EIR mitigation measures and project conditions of approval that relate to the timing of infrastructure improvements; and

WHEREAS, Town Staff has identified that additional minor modifications to the EIR mitigation measures will improve the consistency between the EIR, the Joerger Ranch Specific Plan, and current Town practice; and

WHEREAS, the Town desires to approve an Addendum to the EIR to modify several EIR mitigation measures to 1) provide consistency with current regulations and Town policies related to stormwater and timing of infrastructure improvements and 2) to provide consistency with the Joerger Ranch Specific Plan’s infrastructure requirements and language related to allowed modifications to the phasing of the required infrastructure improvements;

WHEREAS, when reviewing any changes to a project for which an EIR has been certified, the lead agency is required to review any changed circumstances or new information to determine whether any of the circumstances under CEQA Guidelines section 15162 warrant additional environmental review; and

WHEREAS, Town Staff evaluated the proposed mitigation measure and condition of approval revisions and determined that the proposed changes will not result in new significant environmental impacts, will not result in substantial revisions to the Plan EIR, there is no new information showing changed or more severe effects, and, therefore, the proposed changes will not trigger the need for a subsequent or supplemental EIR; and

WHEREAS, on that basis, staff prepared an Addendum and pursuant to CEQA Guideline 15164, subdivision (c), the Addendum is not required to be circulated for public review;

NOW THEREFORE BE IT RESOLVED, the Town of Truckee Town Council hereby takes the following action:

1. Approves the Addendum to the Environmental Impact Report for the Joerger Ranch Specific Plan (PC-3) set forth in Exhibit "A," attached hereto and incorporated herein; and
2. The Mitigation Monitoring, and Reporting Program adopted via Resolution 2015-10 is hereby amended to read as set forth in Exhibit "B" attached hereto and incorporated herein; and
3. Joerger Ranch Specific Plan Condition of Approval #1 set forth in Resolution 2015-09 is hereby amended to read as follows:

"1. All mitigation measures identified in the certified Environmental Impact Report and the Addendum thereto approved by the Town Council, as such mitigation measures are adopted or modified by Resolution 2018-78, shall be incorporated into the project as conditions of approval. Such mitigation measures and conditions of approval shall control in the event of any inconsistency between themselves and any mitigation measures and conditions of approval as amended by the Planning Commission pursuant to condition of approval #2 herein."

4. The Soaring Ranch Conditions of Approval set forth in Resolution 2018-15 are hereby amended as set forth in Exhibit "C".

The foregoing resolution was introduced by _____, seconded by _____, at a regular meeting of the Truckee Town Council, held on the ___ day of _____, 201_ and adopted by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Carolyn Wallace Dee, Mayor

Judy Price, MMC, Town Clerk

RESOLUTION 2018-78

EXHIBIT "A"

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE

JOERGER RANCH SPECIFIC PLAN (PC-3)

Prepared by:

Town of Truckee
Planning Division
10183 Truckee Airport Road
Truckee, CA 96161

NOVEMBER 2018

TABLE OF CONTENTS

TABLE OF CONTENTS	1
1.0 INTRODUCTION	2
1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM	2
1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM	2
1.3 ORGANIZATION AND SCOPE OF THE ADDENDUM	3
2.0 PROJECT DESCRIPTION	4
2.1 PURPOSE AND SCOPE OF THE ADDENDUM TO THE JOERGER RANCH SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT	4
2.2 PROJECT MODIFICATIONS EVALUATED IN THE ADDENDUM	5
3.0 ENVIRONMENTAL ANALYSIS	7
3.7 HYDROLOGY AND WATER QUALITY	7
3.10 PUBLIC SERVICES AND RECREATION	7
3.11 TRAFFIC AND CIRCULATION	8
4.0 ADDENDUM PREPARER	11
LEAD AGENCY/EIR ADDENDUM PREPARERS	11
5.0 REFERENCES	12

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the previously certified Town of Truckee Joerger Ranch Specific Plan Environmental Impact Report (EIR) (SCH #2012052073). The Town of Truckee is the lead agency for the environmental review of the Joerger Ranch Specific Plan (Plan).

1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

Although no changes to the Plan are being proposed, the Town of Truckee is proposing to amend several EIR mitigation measures to (1) provide consistency with current regulations and Town policies related to stormwater and timing of infrastructure improvements and (2) to provide consistency with the Joerger Ranch Specific Plan's infrastructure requirements and language related to allowed modifications to the phasing of the required infrastructure improvements.

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

If, after certification of an EIR, there are changes or additions to a project which will require major revisions of the previous EIR, or substantial changes to the circumstances under which the EIR was prepared, as explained below, CEQA provides three possible mechanisms to address these changes: a subsequent EIR, a supplement to an EIR, or an addendum to an EIR.

Section 15162(a) of the CEQA Guidelines provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following conditions is met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the CEQA Guidelines states that a lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described above in Section 15162(a), calling for preparation of a subsequent EIR, have occurred.

As documented in Section 3.0, the proposed revisions to the mitigation measures would not result in a new significant impact (condition "A"), or a substantial increase in the severity of a previously identified significant impact (condition "B"). Furthermore, the Town has not refused to adopt a mitigation measure (conditions "C" and "D"). None of the "new information" conditions are present here to trigger the need for a subsequent or supplemental EIR. Furthermore, as noted in Section 3.0, mitigation was incorporated in the EIR that would reduce all project impacts to a less than significant level. A detailed discussion of all project impacts and mitigation measures is included in the Joerger Ranch Specific Plan Draft and Final EIRs (DeNovo Planning Group, 2015). The mitigation incorporated in the original project adequately reduces all impacts associated with the proposed changes to a less than significant level, with the exception of Impact 3.1-1 which states that the "project operations have the potential to cause a violation of an air quality standard or contribute substantially to an existing or project air quality violation." Since this impact was

found to be significant and unavoidable (even with mitigation), the Council was required to make a Findings of Fact and Statement of Overriding Consideration. The Final EIR (EIR) prepared for the original project is incorporated into this document by reference. All applicable mitigation measures from the 2015 EIR apply to the proposed changes addressed in this addendum.

In accordance with CEQA Guidelines Section 15164(e) and because only minor changes to the 2015 EIR mitigation measures are necessary, and none of the conditions described in section 15162(a) of the CEQA Guidelines calling for preparation of a subsequent EIR would occur, an addendum to the 2015 EIR is the appropriate mechanism to amend the mitigation measures. As analyzed below, the proposed changes will not result in new significant environmental impacts, nor are the proposed changes substantial revisions to the Plan EIR.

1.3 ORGANIZATION AND SCOPE OF THE ADDENDUM

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the EIR addendum.

SECTION 2.0 – PROJECT DESCRIPTION (PROJECT CHANGES)

This section provides a detailed description of the proposed revisions.

SECTION 3.0 – ENVIRONMENTAL ANALYSIS

This section contains an analysis of environmental topic areas that are related to the revisions.

SECTION 4.0 – REPORT PREPARER

SECTION 5.0 – REFERENCES

This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate category in Section 3.0 (Environmental Analysis).

2.1 PURPOSE AND SCOPE OF THE ADDENDUM TO THE JOERGER RANCH SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

On March 24, 2015, the Town of Truckee Town Council certified the Joerger Ranch Specific Plan Environmental Impact Report (EIR) (SCH #2012052073). See Figure 1 below for the project's regional location.

Figure 1: Joerger Ranch Specific Plan location



California Public Resources Code Section 21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND). This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

Since approval, Joerger Ranch Specific Plan has not been modified. This Addendum addresses modifications to the EIR Mitigation Measures related to Section 3.7 Hydrology and Water Quality, 3.10 Public Services and Recreation, and 3.11 Transportation and Circulation.

The Joerger Ranch Specific Plan Draft and Final EIR is incorporated by reference into this addendum. Relevant passages from the Final EIR are cited throughout the addendum. The Joerger Ranch Specific Plan Draft and Final EIR is available for review on the Town website (www.townoftruckee.com) and at the following address:

Town of Truckee
Community Development Department
10183 Truckee Airport Road
Truckee, CA 96161

2.2 PROJECT MODIFICATIONS EVALUATED IN THE ADDENDUM

The Town is proposing to revise eight mitigation measures as follows (~~Red strikethrough~~ text is proposed to be deleted and blue underlined text is proposed to be added):

Mitigation Measure 3.7-4: *Project drainage improvements will be required to provide detention/retention storage and LID measures that will prevent increases in storm runoff rates and volumes during storm events ~~up to and including the 100-year 24-hour storm event~~consistent with the Town's then-current National Pollutant Discharge Elimination System (NPDES) permit. ~~Included in this mitigation measure is the requirement that onsite retention shall be provided for the 20-year 1-hour storm runoff volume from impervious areas.~~ The design of detention/retention storage, LID facilities and other drainage facilities shall be supported by appropriate hydrologic and hydraulic evaluations as part of project grading and drainage plan submittal process, all of which will be prepared by a registered civil engineer. All facilities shall be designed in compliance with Town of Truckee standards.*

Mitigation Measure 3.10-4: *Prior to the issuance of the first certificate of occupancy, the project proponent shall construct, or provide adequate funding for the construction of the ~~following offsite trail bicycle paths~~connections identified in the Joerger Ranch Specific Plan unless interim or incremental improvements have been approved by the Town Engineer per Chapter 7 Implementation and Phasing, Section 1 of the Joerger Ranch Specific Plan.*

~~1. The proposed onsite Class I bicycle path that runs north along the western edge of Martis Drive shall be extended offsite to provide connectivity to the Truckee River Legacy Trail. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

~~2. The proposed onsite Class II bicycle path that runs north along Joerger Drive shall be extended offsite to provide connectivity to the Riverview Sports Park. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

~~The proposed onsite Class I bicycle path that runs southeasterly along Hope Court shall be extended offsite to provide connectivity to the Martis Valley Trail System. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

Mitigation Measure 3.11-1E: Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any ~~grading or building permits~~certificates of occupancy on the project site, the project proponent shall construct improvements to the SR 267/Brockway Road/Soaring Way intersection as identified in General Plan Table CIR-5 (which indicates construction of a roundabout or additional through and turning lanes). The construction of additional through and turning lanes may be allowed as an interim improvement if the project proponent can demonstrate to the satisfaction of the Town that the additional through and turning lanes would be substantially less costly than the construction of a roundabout, and would achieve an acceptable level of service at this intersection. Dual left-turn lanes will not be allowed. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision, the project proponent shall construct or provide adequate financial security for the required SR 267/Brockway Road/Soaring Way intersection improvements.

Mitigation Measure 3.11-1G: Following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any certificates of occupancy ~~grading or building permits~~ on the ~~project site~~parcels located on the west side of SR 267, the project proponent shall ~~provide for the extension of the existing central two-way left-turn lane (TWLTL) along Brockway Road to the east of the Brockway Road/Martis Drive (Site Access) intersection~~construct the necessary improvements identified in the Brockway Road Corridor Study, including improvements to the Brockway Road/Martis Drive intersection. Following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on the west side of SR 267, the project proponent shall construct or provide adequate financial security for the required Brockway Road Corridor improvements.

Mitigation Measure 3.11-1H: Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any ~~certificates of occupancy grading or building permits on the project site~~ parcels located east of SR 267, the project proponent shall construct a single-lane roundabout with single-lane approaches at the Soaring Way/Joerger Drive/Site Access intersection. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase I Map totaling five or fewer parcels, but prior to any further subdivision on the east side of SR 267, the project proponent shall construct or provide adequate financial security for the required Soaring Way/Joerger Drive/Site Access intersection improvements.

Mitigation Measure 3.11-1I: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) shall pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to SR 267 between Brockway Summit and SR 28.

Mitigation Measure 3.11-4A: The ~~project~~ proponent shall construct ~~separate left and right turn lanes on the southbound Martis Drive approach for the improvements to the~~ Brockway Road/Martis Drive intersection consistent with the Brockway Road Corridor Study. ~~—~~The timing of this improvement shall be determined by the Town of Truckee.

Mitigation Measure 3.11-4B: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to the:

- SR 89 North/Donner Pass Road intersection,
- Donner Pass Road/I-80 Eastern Interchange Eastbound Off-Ramp intersection,
- Donner Pass Road/Pioneer Trail intersection,
- SR 267/Airport Road/Schaffer Mill Road intersection,
- SR 267/I-80 Interchange Ramps intersections, and
- SR 267 - widening SR 267 to four travel lanes from the Town Limit to south of Northstar Drive, extending the southbound truck climbing lane to Brockway Summit, and constructing a northbound passing lane at Brockway Summit.

The purpose of the Addendum's environmental analysis is to describe the changes in the environmental effects of implementing the proposed revisions. As only modifications to the EIR Mitigation Measures related to Section 3.7 Hydrology and Water Quality, 3.10 Public Services and Recreation, and 3.11 Transportation and Circulation sections of the EIR, the environmental analysis is limited to these impacts areas.

3.7 HYDROLOGY AND WATER QUALITY

Mitigation Measure 3.7-4 was included in the EIR to address the following impact:

Impact 3.7-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff.

The proposed revisions to the mitigation measure are as follows:

***Mitigation Measure 3.7-4:** Project drainage improvements will be required to provide detention/retention storage and LID measures that will prevent increases in storm runoff rates and volumes during storm events ~~up to and including the 100-year 24-hour storm event~~ consistent with the Town's then-current National Pollutant Discharge Elimination System (NPDES) permit. ~~Included in this mitigation measure is the requirement that onsite retention shall be provided for the 20-year 1-hour storm runoff volume from impervious areas.~~ The design of detention/retention storage, LID facilities and other drainage facilities shall be supported by appropriate hydrologic and hydraulic evaluations as part of project grading and drainage plan submittal process, all of which will be prepared by a registered civil engineer. All facilities shall be designed in compliance with Town of Truckee standards.*

The original mitigation measure was based on the stormwater storage and treatment regulations that were in place at the time the Draft EIR was developed. The proposed change is minor and only updates the mitigation measure to match the current regulations related to the National Pollutant Discharge Elimination System (NPDES).

3.10 PUBLIC SERVICES AND RECREATION

Mitigation Measure 3.10-4 was included in the EIR to address the following impact:

Impact 3.10-4: The proposed project has the potential to increase demands for park and recreational facilities or require the construction of park and recreational facilities which may cause substantial adverse physical environmental impacts.

The proposed revisions to the mitigation measure are as follows:

***Mitigation Measure 3.10-4:** Prior to the issuance of the first certificate of occupancy, the project proponent shall construct, or provide adequate funding for the construction of the ~~following offsite trail bicycle paths~~ connections identified in the Joerger Ranch Specific Plan unless interim or incremental improvements have been approved by the Town Engineer per Chapter 7 Implementation and Phasing, Section 1 of the Joerger Ranch Specific Plan.*

~~3. The proposed onsite Class I bicycle path that runs north along the western edge of Martis Drive shall be extended offsite to provide connectivity to the Truckee River Legacy Trail. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

~~4. The proposed onsite Class II bicycle path that runs north along Joerger Drive shall be extended offsite to provide connectivity to the Riverview Sports Park. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

~~The proposed onsite Class I bicycle path that runs southeasterly along Hope Court shall be extended offsite to provide connectivity to the Martis Valley Trail System. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

The proposed change is primarily to provide consistency between the mitigation measure and the Joerger Ranch Specific Plan, which contains significant detail regarding which infrastructure improvements are required by

development for each parcels. The revised mitigation measure still requires the project proponent to construct or provide adequate funding for the various bicycle paths prior to certificate of occupancy and therefore, the mitigation measure adequately mitigates the potential to increase demands for park and recreational facilities to a less than significant level.

3.11 TRAFFIC AND CIRCULATION

Mitigation Measure 3.11-1E, 1G, 1H, and 1I were included in the EIR to address the following impact:

Impact 3.11-1: Project implementation would result in a significant impact to local intersections and roadways.

The proposed revisions to the mitigation measures are as follows:

Mitigation Measure 3.11-1E: Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, ~~F~~Following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any ~~grading or building permits~~certificates of occupancy on the project site, the project proponent shall construct improvements to the SR 267/Brockway Road/Soaring Way intersection as identified in General Plan Table CIR-5 (which indicates construction of a roundabout or additional through and turning lanes). The construction of additional through and turning lanes may be allowed as an interim improvement if the project proponent can demonstrate to the satisfaction of the Town that the additional through and turning lanes would be substantially less costly than the construction of a roundabout, and would achieve an acceptable level of service at this intersection. Dual left-turn lanes will not be allowed. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision, the project proponent shall construct or provide adequate financial security for the required SR 267/Brockway Road/Soaring Way intersection improvements.

This revision would modify the timing of the mitigation measure slightly to require the improvement to be constructed prior to the certificate of occupancy, consistent with the Town's standard practice and consistent with Chapters 5 and 7 of the Plan. Both Chapters provide flexibility on the timing of infrastructure improvements depending on the traffic generation of the proposed land use and Town Engineer discretion. As traffic will not be generated by the site before the buildings are occupied, it is appropriate to require construction of the improvement at issuance of certificates of occupancy. This will allow the intersection improvements to be constructed concurrent with the site and building improvements. It also requires that adequate financial security be provided before further subdivision occurs. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

Mitigation Measure 3.11-1G: Following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any certificates of occupancy ~~grading or building permits on the project site~~parcels located on the west side of SR 267, the project proponent shall ~~provide for the extension of the existing central two-way left-turn lane (TWLTL) along Brockway Road to the east of the Brockway Road/Martis Drive (Site Access) intersection~~construct the necessary improvements identified in the Brockway Road Corridor Study, including improvements to the Brockway Road/Martis Drive intersection. Following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on the west side of SR 267, the project proponent shall construct or provide adequate financial security for the required Brockway Road Corridor improvements.

As the actual improvements that will be necessary to address operational and safety impacts along Brockway Road cannot be determined until a specific development plan and site access locations are proposed on the west side of SR 267, requiring the required improvements to be based on the results of the Brockway Road Corridor Study provides an environmentally superior mitigation measure. This revision also changes the timing of the mitigation measure slightly to require the improvement to be constructed prior to the certificate of occupancy, consistent with the Town's standard practice. This will allow the improvements to be constructed concurrent with the site and building improvements. It also requires that adequate financial security be provided before further subdivision occurs. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

Mitigation Measure 3.11-1H: Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, ~~F~~Following recordation of a Phase I Map totaling five or fewer parcels, but prior to ~~any further parcel subdivision or~~ issuance of any certificates of occupancy ~~grading or building permits~~ on the ~~project site~~parcels located east of SR 267, the project proponent shall construct a single-lane roundabout with single-lane approaches at the Soaring Way/Joerger Drive/Site Access intersection. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on

the east side of SR 267, the project proponent shall construct or provide adequate financial security for the required Soaring Way/Joerger Drive/Site Access intersection improvements.

This revision specifies this improvement would only be required by development occurring on the east side of SR 267, which is consistent with the EIR's traffic analysis. Because the improvement is required to mitigate increased traffic on Soaring Way which would be triggered by development east of SR 27, it appropriate to modify the mitigation measure to reflect this requirement. In addition, this language would change the timing of the mitigation measure slightly to require the improvement to be constructed prior to the certificate of occupancy, consistent with the Town's standard practice. As traffic will not be generated by the site before the buildings are occupied, it is appropriate to require the improvement at issuance of certificates of occupancy. This will allow the intersection improvements to be constructed concurrent with the site and building improvements. It also requires that adequate financial security be provided before further subdivision occurs. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

Mitigation Measure 3.11-11: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) shall pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to SR 267 between Brockway Summit and SR 28.

This revision is minor to provide consistency with the Town's Traffic Impact Fee Program which states traffic impact fees are due at building permit issuance. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

Mitigation Measure 3.11-4A and 4B were included in the EIR to address the following impact:

Impact 3.11-4: Under cumulative conditions, project implementation would worsen already unacceptable levels of service at study intersections and roadways.

The proposed revisions to the mitigation measures are as follows:

Mitigation Measure 3.11-4A: The ~~project~~ *proponent* shall construct ~~separate left and right turn lanes on the southbound Martis Drive approach for the~~ improvements to the Brockway Road/Martis Drive intersection consistent with the Brockway Road Corridor Study. ~~—~~The timing of this improvement shall be determined by the Town of Truckee.

As the actual improvements that will be necessary to address operational and safety impacts along Brockway Road cannot be determined until a specific development plan and site access locations are proposed on the west side of SR 267, requiring the required improvements to be based on the results of the Brockway Road Corridor Study provides an environmentally superior mitigation measure. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

Mitigation Measure 3.11-4B: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to the:

- SR 89 North/Donner Pass Road intersection,
- Donner Pass Road/I-80 Eastern Interchange Eastbound Off-Ramp intersection,
- Donner Pass Road/Pioneer Trail intersection,
- SR 267/Airport Road/Schaffer Mill Road intersection,
- SR 267/I-80 Interchange Ramps intersections, and
- SR 267 - widening SR 267 to four travel lanes from the Town Limit to south of Northstar Drive, extending the southbound truck climbing lane to Brockway Summit, and constructing a northbound passing lane at Brockway Summit.

This revision is minor to provide consistency with the Town's Traffic Impact Fee Program which states traffic impact fees are due at building permit issuance. This modified language will not result in any significant environmental impacts and the impact will remain properly mitigated.

CONCLUSION

As discussed above, the proposed revisions would not result in new or more severe impacts and do not represent significantly altered mitigation measures beyond those already identified in the 2015 EIR. The EIR and this

addendum provide adequate environmental review for the Joerger Ranch Specific Plan, and no subsequent or supplemental EIR is warranted.

LEAD AGENCY/EIR ADDENDUM PREPARERS

Town of Truckee

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Town of Truckee. Joerger Ranch Specific Plan Draft Environmental Impact Report. September 2013.

Town of Truckee. Joerger Ranch Specific Plan Final Environmental Impact Report. January 2015.

**RESOLUTION 2018-78
EXHIBIT "B"**

**MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

[This MMRP replaces the MMRP adopted by Resolution 2015-10](#)

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based on the findings of the Environmental Impact Report (EIR) prepared for the Joerger Ranch Specific Plan in the Town of Truckee. This MMRP is in compliance with Section 15097 of the *CEQA Guidelines*, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The MMRP lists mitigation measures recommended in the EIR and identifies mitigation monitoring requirements.

Table 4.0-1 presents the mitigation measures identified in the Joerger Ranch Specific Plan EIR necessary to mitigate potentially significant impacts. Each mitigation measure is numbered according to the topical section to which it pertains in the EIR. As an example, Mitigation Measure 3.1.1 is the first mitigation measure identified in the EIR for the Joerger Ranch Specific Plan.

The first column of Table 1 identifies the Impact. The second column identifies the Mitigation Measure. The third column identifies the responsible party for the monitoring, while the fourth column identifies schedule or timing. The fifth column deals with reporting and provides spaces for comments and dates and initials. The last column will be used by the Town to ensure that individual mitigation measures have been monitored.

Final **AMENDED** Mitigation Monitoring and Reporting Program

This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Joerger Ranch Specific Plan (PC-3) Project. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR, some of which were revised after the Draft EIR were prepared. These revisions are shown in Section 3.0 of the Final EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP.

A. 4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The Town of Truckee will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AIR QUALITY				
<p>Impact 3.1-1: Project operations have the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p>Mitigation Measure 3.1-1: To reduce Area Source Emissions, the project applicant shall implement the following:</p> <ul style="list-style-type: none"> • Only natural gas burning fireplaces/hearths (i.e. no wood burning fireplaces/hearths shall be allowed). Wording relating to this restriction shall be included within the project’s CC&R’s. • Only low VOC paint and architectural coatings (interior and exterior) shall be used on the project site. The use and application of all paints and architectural coatings shall meet the requirements of Rule 218 of the Placer County Air Pollution Control District. Wording relating to this restriction shall be included within the project’s CC&R’s. <p>Mitigation Measure 3.1-2: To reduce Energy Source Emissions, the project applicant shall implement the following:</p> <ul style="list-style-type: none"> • Residential dwellings shall be designed to exceed applicable Title 24 energy standards by 15%. • Non-residential structures shall be designed and constructed to achieve LEED certification requirements, or an equivalent level of energy efficiency. • Install high efficiency lighting (indoor and outdoor) • Install high efficiency appliances (refrigerator, fans, washers) • Structures shall be solar oriented (predominantly north-south facing direction), to the extent practical, and plant low-emitting shade tree and shrub species near structures in such an arrangement to shade and cool structures during warmer seasons yet allow for solar heating and wind breaks during cooler months. 	<p>Truckee Community Development Department and the NSAQMD</p>	<p>Prior to issuance of building permits, and throughout project operations.</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • <i>Landscape with native drought-resistant species (plants, trees, and shrubs) to reduce the demand for gas-powered landscape maintenance equipment.</i> • <i>Incorporate passive solar space heating designs and solar water heaters into residential units.</i> • <i>Install energy-efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units.</i> • <i>Electrical outlets should be installed on the exterior walls of all residential and commercial buildings to promote the use of electric or battery operated yard and landscaping equipment.</i> <p>Mitigation Measure 3.1-3: <i>To reduce Mobile Source Emissions, the project applicant shall implement the following:</i></p> <ul style="list-style-type: none"> • <i>Street shall be designed to maximize pedestrian access to transit stops.</i> • <i>Provide for on-site road and off-site bus turnouts, passenger benches and shelters as demand and service routes warrant subject to review and approval by local transportation planning agencies.</i> • <i>Install electric vehicle charging stations at strategic locations within the project. The number and locations should be determined in coordination with the Town of Truckee and the NSAQMD.</i> • <i>Safe and convenient bicycle and pedestrian paths/sidewalks connecting proposed residential uses to nearby trails and commercial land uses.</i> • <i>Encourage telecommuting and alternative work schedules (10% employee work 9/80)</i> • <i>Ensure that the final design includes:</i> 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> ○ Residential density at a minimum of 12 units/acre. ○ A walkable design/improved pedestrian network (i.e. walkways, paths, sidewalks, trails, etc.). ○ Destination accessibility (connectivity to/from project amenities). ○ Increase transit accessibility (ensure that the minimum distance to a transit/bus facility is .25 miles). <p>Mitigation Measure 3.1-4: Consistent with the requirements of the Town of Truckee Particulate Matter Air Quality Management Plan, the proposed project must eliminate or offset 100% of the PM10 and PM2.5 emissions generated by the project. The project applicant shall prepare a Particulate Matter Reduction Plan that includes all feasible mitigation measures to reduce particulate matter emissions to the greatest extent feasible. PM emissions calculation methodologies for vehicle tailpipe and re-entrained road dust shall be consistent with those identified in the Particulate Matter Air Quality Management Plan. The Particulate Matter Reduction Plan shall be submitted to the NSAQMD for review and approval prior to the issuance of the first building permits for the project. If the Particulate Matter Reduction Plan cannot achieve a 100% reduction in PM emissions associated with project operations, the project applicant shall be required to pay an in-lieu mitigation fee. The in-lieu mitigation fee shall be calculated based on the fee established by the Town Council resolution and in effect at the time of building permit issuance or final map recordation.</p>			
Impact 3.1-2: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation	<p>Mitigation Measure 3.1-5: To reduce short-term construction related emissions, the contractor shall be required to implement the following standard NSAQMD measures:</p> <ul style="list-style-type: none"> a) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are: chipping, mulching, or conversion to biomass fuel. 	Truckee Community Development Department and the NSAQMD	During construction and ground-disturbing activities.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> b) Adequate dust control measures will be implemented in a timely and effective manner during all phases of project development and construction. c) All material excavated, stockpiled, or graded should be sufficiently watered, treated or covered, to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day. d) All areas (including unpaved roads) with vehicle traffic should be watered or have dust palliatives applied as necessary for regular stabilization of dust emissions. e) All on-site vehicles should be limited to a speed of 15 mph on unpaved roads. f) All land clearing, grading, earth moving or excavation activities on a project will be suspended as necessary when winds are expected to exceed 20 mph. g) All material transported off-site will be either sufficiently watered or securely covered to prevent a public nuisance. h) If serpentine rock is found in the area, the presence of asbestos, in the chrysotile or amphibole forms must be determined. Additional mitigations may be needed on a site-specific basis. i) Temporary traffic control will be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans. j) Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable. k) All inactive portions of the construction site should be covered, seeded, or watered until a suitable cover is established. l) The applicant will be responsible for applying Town-approved 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>non-toxic soil stabilizers (according to manufacturer's 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 stabilization of soils include petroleum resins, asphaltic emulsions, acrylics and adhesives which do not violate Regional Water Quality Control Board or California Air Resource Board standards.</i></p> <p><i>m) During initial grading, earth moving, or site preparation, larger projects may be required to construct a paved (or dust palliative treated) apron at least 100 feet in length onto the paved road(s).</i></p> <p><i>n) Wheel washers will be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads on larger projects. Vehicles and/or equipment will be washed prior to each trip, if necessary.</i></p> <p>Mitigation Measure 3.1-6: <i>To reduce NOx emissions during the site preparation and grading phase of construction, the contractor shall be required to implement the following measures:</i></p> <ul style="list-style-type: none"> <i>All offroad construction equipment engines must either be CARB certified as at least Tier 2 engines or be equipped with either a Diesel Oxidation Catalyst or a Diesel Particulate Filter that is in good repair and maintained according to the manufacturer's specifications and recommendations.</i> <p>Mitigation Measure 3.1-7: <i>Prior to approval of Grading or Improvement Plans, (whichever occurs first), the applicant shall submit a fugitive dust control plan to the NSAQMD in accordance with Rule 226.</i></p>			
BIOLOGICAL RESOURCES				
Impact 3.2-1: The proposed project has the potential to have direct or indirect effects	Mitigation Measure 3.2-1: <i>Thirty days prior to commencement of construction, the project proponent shall retain a qualified biologist to perform a preconstruction survey to ensure that there are no occupied nests, including but not limited to raptors, if construction occurs during</i>	Truckee Community Development	Thirty days prior to start of	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
on special-status bird species	<i>the nesting season (March to September). If it is determined from the preconstruction survey that there are occupied nests, then the project proponent shall either avoid the project area until the nesting season is over, or seek consultation with the appropriate regulatory agency (CDFW or USFWS) for the appropriate permits and mitigation measures. If it is determined that the project site does not contain occupied nests then no additional action is necessary.</i>	Department	construction	
Impact 3.2-4: The proposed project has the potential to have direct or indirect effects on special-status plant species	<p>Mitigation Measure 3.2-3: <i>Prior to construction, all <i>Plumas ivesia</i> located in areas of the site proposed for ground disturbance will be hand excavated and immediately relocated to a pre-determined replanting site. The replanting site will contain similar suitable habitat conditions, within the study area or general vicinity, and will be located a minimum of 50 feet from proposed construction activities. The excavation, and replanting will be performed by a qualified botanist with previous <i>Plumas ivesia</i> experience. The re-planting area will be fenced to prevent undesirable entry into the replanting area. To ensure long-term protection, signage will be installed on the fence that designates this area as a sensitive restoration site and will provide standard no trespassing language.</i></p> <p><i>A report summarizing the findings of excavation, and replanting efforts will be prepared and submitted to the Town of Truckee and CDFW. The replanting area will be monitored for three years to determine the success of replanting efforts. Success is determined by the number of relocated plants that survive and transplantation. If the success rate after three years is below 75%, consultation with CDFW will be required to develop appropriate remediation plans.</i></p>	Truckee Community Development Department	Prior to start of construction	
Impact 3.2-5: The proposed project has the potential to have direct or indirect effects on wetlands	<p>Mitigation Measure 3.2-4: <i>Prior to any activities that would result in removal, fill, or hydrologic interruption of the drainage/wetland area, the project proponent shall provide a wetland delineation to the USACE for verification and a wetland determination. If the USACE determines that the drainages are jurisdictional and that the project activities would result in a fill, the project proponent shall secure an authorization of the fill through the Section 404 permit process and Town Minor Use Permit. If the USACE determines that the drainages are not jurisdictional and that the project activities would not result in a fill, no permits are required.</i></p>	Truckee Community Development Department	Prior to ground disturbing activities within 200 feet of wetlands or drainage areas.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>Mitigation Measure 3.2-5: The project proponent shall provide the Town of Truckee with a wetland determination from the USACE prior to the issuance of any grading or building permits for work in areas that may impact wetlands. In accordance with Development Code Section 18.30.050.F, a Minor Use Permit shall be obtained prior to any disturbance within 200-feet of a wetland. No wetland disturbance is permitted without Minor Use Permit approval (Development Code Section 18.46.040.C). After obtaining the appropriate Minor Use Permit in accordance with the Truckee Development Code, the project proponent shall compensate for the disturbance to ensure no net loss of habitat functions and values. The compensation shall be determined by the Town of Truckee through the Minor Use Permit process, and shall be at a minimum ratio of 1.5:1 compensation. Compensation methods are subject to the approval of the permitting agency.</p> <p>Mitigation Measure 3.2-6: Prior to any activities that would result in removal, fill, or hydrologic interruption of the drainage/wetland area, the project proponent shall consult with the RWQCB and CDFW to determine if the activities are subject to permit requirements from these agencies (i.e. Waste Discharge Permit for fill of wetlands, and Streambed Alternation Agreement). If the RWQCB and/or CDFW determines that the project activities are subject to these regulations, the project proponent shall secure an authorization of the activities through the appropriate permits, provide compensation for the fill, and implement the minimization and conservation measures recommended by the regulatory agency within the permit. If the RWQCB and/or CDFW determines that the project activities are not subject to these regulations, the project proponent shall provide the Town of Truckee with a letter of determination from the RWQCB and/or CDFW.</p> <p>Mitigation Measure 3.2-7. Prior to construction, the project proponent shall install orange construction barrier fencing to identify environmentally sensitive areas around all delineated and verified wetland(s) (20' from edge). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction</p>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>drawings. The fencing shall be installed before construction activities are initiated and shall be maintained throughout the construction period. The following paragraph shall be included in the construction specifications:</i></p> <p><i>The Contractor’s attention is directed to the areas designated as “environmentally sensitive areas.” These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the Town of Truckee. The Contractor will take measures to ensure that Contractor’s forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.</i></p> <p><i>Temporary fences around the environmentally sensitive areas shall be installed as the first order of work. Temporary fences shall be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing shall be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing shall be tightly strung on posts with a maximum 10-foot spacing.</i></p> <p><i>Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.</i></p>			
<p>Impact 3.2-7: The proposed project has the potential to introduce or spread noxious weeds</p>	<p>Mitigation Measure 3.2-8: <i>Prior to the issuance of a grading permit, the project proponent shall incorporate the following measures into project plans and specifications:</i></p> <ul style="list-style-type: none"> • <i>Certified, weed-free, imported erosion-control materials (or rice straw in upland areas) will be used.</i> • <i>The project proponent will coordinate with the county agricultural commissioner and land management agencies to</i> 	<p>Truckee Community Development Department</p>	<p>Prior to issuance of a grading permit.</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>ensure that the appropriate BMPs are implemented.</i></p> <ul style="list-style-type: none"> <i>Construction supervisors and managers will be educated about noxious weed identification and the importance of controlling and preventing their spread.</i> <p><i>Equipment will be cleaned at designated wash stations.</i></p>			
<p>Impact 3.2-8: The proposed project has the potential to conflict with an adopted habitat conservation plan, natural community conservation plan, recovery plan, or local policies or ordinances protecting biological resources</p>	<p>Mitigation Measure 3.2-10: <i>Prior to the final approval, the project proponent shall redesign the project to ensure that the open space areas, except for the hydrologic features, include an appropriate trail linkage to adjacent trail/recreation facilities (i.e. Martis Valley, Sportspark/Legacy Trail). This redesign would be required to ensure consistency with this Policy 9.1 of the Open Space and Conservation Element of the 2025 Truckee General Plan.</i></p>	<p>Truckee Community Development Department</p>	<p>Prior to final map approval.</p>	
CULTURAL RESOURCES				
<p>Impact 3.3-1: Project implementation has the potential to cause a substantial adverse change in the significance of a historical or archaeological resource as defined in CEQA Guidelines §15064.5</p>	<p>Mitigation Measure 3.3-1: <i>If cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the Town of Truckee shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.</i></p> <p><i>The Town of Truckee shall consider mitigation recommendations presented by the qualified archaeologist for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural</i></p>	<p>Truckee Community Development Department</p>	<p>During construction activities.</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>resources.</i>			
Impact 3.3-2: The proposed project has the potential to directly or indirectly destroy a unique paleontological resource	Mitigation Measure 3.3-2: <i>If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the Town of Truckee shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.</i>	Truckee Community Development Department	During construction activities.	
Impact 3.3-3: The proposed project has the potential to disturb human remains, including those interred outside of formal cemeteries	Mitigation Measure 3.3-3: <i>If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.</i>	Truckee Community Development Department	During construction activities.	
GEOLOGY AND SOILS				
Impact 3.4-3: The proposed project has the potential to result in substantial soil erosion or the loss of topsoil	<p>Mitigation Measure 3.4-1: <i>Prior to the issuance of grading permit, the project proponent shall ensure that project plans adequately address grading, erosion, sediment, and pollution control requirements of the Regional Water Quality Control Board (RWQCB). If one acre or more of land will be disturbed, the project proponent shall submit a Notice of Intent (N.O.I.) with appropriate fees and a Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB. The SWPPP shall include non-structural and structural BMPs such as: minimizing disturbance, preserving natural vegetation, good housekeeping (i.e. daily clean-up), mulch, grass, stockpile covers, silt fences, inlet protection, stabilized construction entrances, and sediment traps.</i></p> <p>Mitigation Measure 3.4-2: <i>During construction, the project proponent shall ensure that control measures and practices are implemented, properly installed, and maintained. The project proponent shall develop</i></p>	Truckee Engineering Department	Prior to the issuance of Grading permits and during construction activities.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>and implement record keeping and data management procedures for evaluation of SWPPP compliance and reporting. The Town of Truckee shall inspect the construction site to verify that SWPPPs are being implemented.</i></p>			
HAZARDS AND HAZARDOUS MATERIALS				
<p>Impact 3.6-1: The proposed project has the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</p>	<p>Mitigation Measure 3.6-1: <i>Prior to bringing hazardous material onsite, the applicant and/or business owner shall submit a Hazardous Materials Business Plan (HMBP) to Nevada County Environmental Health Division (CUPA) for review and approval. If the inventory of reportable hazardous materials include fuels stored in Aboveground Storage Tanks (AST) that exceed 1,320 gallons (in containers >55 gallons) the applicant and/or business owner must file documents required by the California Aboveground Storage Tank Act (APSA). If one of the AST's is larger than 20,000 gallons or the accumulative storage capacity exceeds 100,000 gallons a Spill Prevention and Countermeasures Plan (SPCC) will be required. If during the construction process the applicant and/or business owner or his subcontractors generates hazardous waste, the applicant and/or business owner must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).</i></p>	<p>Nevada County Environmental Health Division</p>	<p>Prior to bringing hazardous material onsite</p>	
<p>Impact 3.6-3: The proposed project has the potential to result in impacts from being included on a list of hazardous materials sites compiled</p>	<p>Mitigation Measure 3.6-2: <i>Prior to the issuance of a grading permit, the project proponent shall appropriately dispose of all materials on the project site that are cited within the Phase I ESA. This includes drums/containers, equipment, parts, metal and wood debris, and other refuse.</i></p>	<p>Truckee Engineering Department</p>	<p>Prior to the issuance of Grading permits and during grading</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
pursuant to Government Code Section 65962.5	<p>Mitigation Measure 3.6-3: Prior to the commencement of grading, the project proponent shall abandon the existing well after obtaining the appropriate well abandonment permits.</p> <p>Mitigation Measure 3.6-4: During grading activities, if there is any evidence of soil discoloring or odors that indicate a potential contamination anywhere on the project site including, but not limited to the areas around the pump house and where the drums/containers were stored, the project proponent shall perform soil testing to determine the type and extent of the contamination. In addition, the project proponent will be responsible for the cleanup activities necessary to remove and dispose of such contamination if discovered.</p>		activities.	
HYDROLOGY AND WATER QUALITY				
Impact 3.7-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction	<p>Mitigation Measure 3.7-1: The project applicant shall prepare a site-specific and construction phase-specific storm water pollution prevention plan (SWPPP) in conformance with the California Stormwater Quality Association Construction Handbook (Construction Handbook), in compliance with the requirements of the State General Construction Activity Storm Water Permit (CGP), and in compliance with project guidelines for erosion control published by the Lahontan RWQCB, as well as demonstrate compliance with sediment reduction measures associated with the total maximum daily loads (TMDL) for Sediment for the Middle Truckee River watershed. The SWPPP shall be prepared using current templates and formats provided by the California Stormwater Quality Association. The Construction Handbook provides general guidance for selecting and implementing best management practices (BMPs) that will eliminate the discharge of pollutants from construction sites, and the SWPPP will document the selection and implementation of BMPs for the particular construction projects on the site. The site-specific SWPPP must describe the site, as well as the proposed erosion and sediment controls (BMPs for water quality), the means of waste disposal, implementation of approved local plans, control measures of post-construction sediment and erosion, monitoring and maintenance responsibilities, and non-</p>	Truckee Engineering Department	Prior to the issuance of Grading permits and during grading activities.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>stormwater management controls. Dewatering, if needed, shall be done in a manner so as to prevent the discharge of pollutants, including earthen materials, from the site. The project applicant shall submit the SWPPP to the Town of Truckee and the Lahontan RWQCB for review and approval.</i></p> <p><i>The project applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. BMPs identified in the SWPPP shall be utilized in all project site development activities. Implementation of appropriate, effective water quality controls will ensure that stormwater discharges that will result with implementation of the project are in compliance with all current requirements of the Lahontan RWQCB.</i></p> <p>Mitigation Measure 3.7-2: <i>Grading activities shall be prohibited during the winter months, unless approved by the Town of Truckee consistent with Development Code Section 18.30.050.C.4 and the Lahontan RWQCB. Exposed graded areas shall be protected during the winter months using appropriate methods.</i></p>			
<p>Impact 3.7-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation</p>	<p>Mitigation Measure 3.7-3: <i>Prior to the issuance of grading permits, the project applicant shall submit and obtain approval of a storm water management plan (SWMP) consistent with the Town’s Municipal Code and Storm Water Quality Ordinance. The SWMP shall, at a minimum, include the following:</i></p> <ul style="list-style-type: none"> • <i>A written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, proposed on- and off-site improvements and detention/retention facilities, and other features to protect downslope areas from degradation of storm water quality.</i> • <i>Information demonstrating that the project design would result in drainage flow conditions below pre-project flow rates and volumes.</i> • <i>The SWMP and subsequent site development submittals shall</i> 	<p>Truckee Engineering Department</p>	<p>Prior to the issuance of Grading permits</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>address storm drainage management during construction and thereafter and shall include provisions for the application of best management practice (BMP) measures to reduce erosion, water quality degradation, etc. Storm water drainage management, BMPs, and water quality control features shall be identified for construction staging areas, building sites and site improvements. Permanent water quality control features, including LID facilities, described in the report shall demonstrate (at minimum) that the water quality controls are adequate to prevent any increase in sediment or other pollutants to downslope areas over pre-development conditions.</i></p> <ul style="list-style-type: none"> • <i>Prior to the design of new detention/retention basins that will serve the project site, soil borings shall be taken at representative locations to analyze the subsurface soils that are present and the elevation of the subsurface water table. If these soil borings identify perched groundwater within 2 feet of the proposed bottom elevation of these detention/retention basins, a liner, filter fabric, or other remedial measures shall be incorporated into the design of the applicable storm water facilities to prevent intrusion of development-related pollutants to groundwater.</i> • <i>Snow storage and management practices. Snow will be stored on-site in landscape areas and other undeveloped areas. If the required amount of snow storage cannot be handled on-site, the applicant shall provide a long-term snow-hauling plan consistent with Development Code Section 18.30.130.B.3.b . Storm water runoff from snow storage areas will be routed through water quality treatment facilities prior to discharge. Snow removal shall be further described in a Maintenance Agreement between the property owner and the Town of</i> 			

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	<p>Truckee as required by Development Code Section 18.30.105.B.</p> <ul style="list-style-type: none"> Storm drainage from on-site impervious surfaces shall be treated and infiltrated through buffers or be collected and routed through specially designed catch basins, vaults, filters, etc. for entrapment of sediment debris and oils/greases. Maintenance of facilities shall be identified. All related underground and surface drainage systems must be addressed in order to ensure full integration of areas that will generate runoff. These areas will include rooftops, sidewalks, cut/fill slopes, streets, parking lots, up-gradient off-site source areas, and impervious landscaping areas. All required approvals associated with construction-related storm water permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program and other associated permit approvals from the Lahontan RWQCB. All required approvals associated with Phase II Small MS4 General Permit (Order 2013-0001-DWQ) requirements, which became effective on July 1, 2013. This shall include consistency with the Guidance Document for the permit that supersedes the Town of Truckee Storm Water Management Program, 2007–2012 (December 2007). 			
<p>Impact 3.7-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial</p>	<p>Mitigation Measure 3.7-4: Project drainage improvements will be required to provide detention/retention storage and LID measures that will prevent increases in storm runoff rates and volumes during storm events up to and including the 100-year 24-hour storm event <u>consistent with the Town's then-current National Pollutant Discharge Elimination System (NPDES) permit.</u> Included in this mitigation measure is the</p>	<p>Truckee Engineering Department</p>	<p>Prior to the issuance of Grading permits</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
erosion, siltation, flooding, or polluted runoff	requirement that onsite retention shall be provided for the 20-year 1-hour storm runoff volume from impervious areas. The design of detention/retention storage, LID facilities and other drainage facilities shall be supported by appropriate hydrologic and hydraulic evaluations as part of project grading and drainage plan submittal process, all of which will be prepared by a registered civil engineer. All facilities shall be designed in compliance with Town of Truckee standards.			
LAND USE, POPULATION, AND HOUSING				
Impact 3.8-4: Implementation of the proposed project may induce substantial population growth and may conflict with the requirements of the Town's Workforce Housing standards	Mitigation Measure 3.8-1: —Foundations shall be installed for a minimum of 72 workforce housing units within the RMW-20 (Workforce Multi-Family Residential) zoning district prior to build out of 40% of the Specific Plan. The units shall be offered for sale or rent. Housing in-lieu fees, as identified in Table 7.4B, shall be paid prior to issuance of temporary occupancy for the first building within each zoning district. The Town of Truckee, at its own discretion may approve an alternative timing plan if the Town finds the alternative timing plan will further affordable housing opportunities in the Town to an equal or greater extent and the completion of the workforce housing units is secured by a performance bond or other similar security.	Truckee Community Development Department	Concurrent with approval of future development within the Plan Area.	
NOISE				
Impact 3.9-2: Construction of the project may generate significant noise	<p>a. Mitigation Measure 3.9-1: 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> <ul style="list-style-type: none"> • Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project 	Truckee Community Development Department	During all construction activities.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>area.</p> <ul style="list-style-type: none"> Utilize “quiet” air compressors and other stationary noise-generating equipment where appropriate technology exists. The project sponsor shall designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post telephone number for excessive noise complaints in conspicuous locations in the vicinity of the Plan Area. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with the information on the construction schedule and the telephone number for noise complaints. <p>Mitigation Measure 3.9-2: Construction activities shall be restricted 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 shall occur on Sundays and holidays.</p>			
Impact 3.9-4: The project will result in on-site stationary noise	<p>Mitigation Measure 3.9-3: Loading docks and truck circulation routes should be located at a minimum of 160 feet from future onsite residential uses to the greatest extent feasible. If these activities are located closer than 160 feet when tentative maps are prepared and individual development projects are proposed, a qualified acoustical consultant shall determine appropriate mitigation measures in order to reduce noise exposure to residential uses to the levels established in the Town of Truckee Development Code. Noise reduction measures shall be determined and established by a qualified acoustical consultant, and shall be reviewed and approved by the Town. Noise reduction measures may include, but are not necessarily limited to:</p>	Truckee Community Development Department	Prior to approval of subsequent development in the Plan Area.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>shielding loading dock areas from residential areas with sound walls, landscape berms or other suitable noise attenuation features; locating loading docks on the opposite sides of the buildings from the residential uses, and/or enclosed loading docks.</i></p> <p>Mitigation Measure 3.9-4: <i>New proposed uses located on lots zoned for industrial and manufacturing shall have those projects designed to comply with the Development Code hourly noise level criteria. The projects shall be evaluated by a qualified acoustical consultant to determine compliance and if required, recommend appropriate mitigation measures, including features that provide for noise shielding and site configuration requirements to reduce noise exposure to nearby noise-sensitive land uses. Time of day restrictions may also be required for loading dock and delivery activities.</i></p>			
PUBLIC SERVICES AND RECREATION				
<p>Impact 3.10-1: The proposed project has the potential to increase demands for fire protection services or require the construction of fire department facilities which may cause substantial adverse physical environmental</p>	<p>Mitigation Measure 3.10-1: <i>Prior to the approval of improvement plans, the project proponent shall incorporate the following requirements into improvement plans/drawings:</i></p> <p><u>Hydrants and Fire Flow</u></p> <ol style="list-style-type: none"> <i>1. Hydrants shall be spaced a maximum distance of 500 feet apart in residential areas, so that no point on any road is more than 250 feet from a hydrant.</i> <i>2. Additional hydrants will be required in the areas with</i> 	<p>Truckee Engineering Department</p>	<p>Prior to approval of subsequent development in the Plan Area.</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
impacts	<p><i>commercial development.</i></p> <ol style="list-style-type: none"> 3. <i>All hydrants shall be of the dry barrel type and be identified with an 8' snow stake.</i> 4. <i>If necessary hydrants shall be protected with bollards.</i> 5. <i>Provide a minimum fire flow of 1500-gpm for a 2-duration with 20-psi residual in residential areas.</i> 6. <i>Fire flow in commercial areas is a minimum of 2000 gpm, however may be larger depending on the size of the structures. In addition the demand of the largest fire sprinkler system must be added to the minimum fire flow. These requirements are for a 2 to 4 hour duration (depending on size) with 20 psi residual.</i> 7. <i>Water system shall be installed and serviceable prior to any construction.</i> <p><u><i>Roads and Driveways</i></u></p> <ol style="list-style-type: none"> 1. <i>All roads and driveways shall be a minimum of 24' wide with an all weather surface capable of supporting a 40,000-lb vehicle. This shall include the emergency fire access roads.</i> 2. <i>Gated access shall require the installation of a Knox box system for fire district access and approved radio operation.</i> 3. <i>Roads and driveways shall have a minimum unobstructed height of 13'6".</i> 4. <i>Roads and driveways shall have a minimum 50' radius.</i> 5. <i>All access will require fire department approval.</i> <p><i>Mitigation Measure 3.10-2:</i> <i>Prior to the approval of building plans, the project proponent shall incorporate the following requirements into building plans/drawings:</i></p> <p><u><i>Automatic Fire Sprinkler and Fire Alarm Systems</i></u></p> <ol style="list-style-type: none"> 1. <i>The installation of an approved fire sprinkler system is required in all non-residential structures in excess of 3600</i> 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>square feet, and in all residential structures.</i></p> <ol style="list-style-type: none"> 2. <i>Sprinkler systems shall comply with NFPA 13 requirements and shall be approved by the TFPD prior to installation.</i> 3. <i>Approved fire alarm systems shall be installed where required.</i> <p><u>Construction</u></p> <ol style="list-style-type: none"> 1. <i>Construction shall comply with all current codes and local ordinances.</i> 2. <i>Project shall comply with all requirements of the State Public Resource Code Section 4290 & 4291.</i> 3. <i>Mitigation fees shall be applied to all building construction at the applicable rate.</i> 4. <i>Full drawings shall be submitted to the TFPD for review and approval.</i> 5. <i>No shakes or shingles of any kind will be allowed to be used for roofing materials.</i> 6. <i>The development project must provide, in some fashion acceptable to the District, mitigation revenue equivalent in accordance with their current rates at the time of payment for new residential and new non-residential development. The manner and means of such payment will be determined by the Fire Chief or his designee after consultation with the applicant.</i> <p>Mitigation Measure 3.10-3: <i>Prior to the commencement of building construction, the project proponent shall implement the following:</i></p> <p><u>Wildland Fire Protection</u></p> <ol style="list-style-type: none"> 1. <i>Remove all flammable vegetation, which could pose a threat within 30' of all structures.</i> 2. <i>A 15-foot fuel modification zone shall be required on both sides of all roads and driveways.</i> 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>Impact 3.10-4: The proposed project has the potential to increase demands for park and recreational facilities or require the construction of park and recreational facilities which may cause substantial adverse physical environmental impacts</p>	<p>Mitigation Measure 3.10-4: <i>Prior to the issuance of the first certificate of occupancy, the project proponent shall construct, or provide adequate funding for the construction of the following offsite trail bicycle paths<u>connections identified in the Joerger Ranch Specific Plan unless interim or incremental improvements have been approved by the Town Engineer per Chapter 7 Implementation and Phasing, Section 1 of the Joerger Ranch Specific Plan.</u></i></p> <p>1. The proposed onsite Class I bicycle path that runs north along the western edge of Martis Drive shall be extended offsite to provide connectivity to the Truckee River Legacy Trail. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.</p> <p>2. The proposed onsite Class II bicycle path that runs north along Joerger Drive shall be extended offsite to provide connectivity to the Riverview Sports Park. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.</p> <p>3.1. The proposed onsite Class I bicycle path that runs southeasterly along Hope Court shall be extended offsite to provide connectivity to the Martis Valley Trail System. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.</p>	<p>Truckee Community Development Department</p>	<p>Prior to issuance of the first certificate of occupancy.</p>	
TRANSPORTATION AND CIRCULATION				
<p>Impact 3.11-1: Project implementation would result in a significant impact to local</p>	<p>Mitigation Measure 3.11-1A: Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project applicant shall construct a center turn lane on</p>	<p>Truckee Engineering Department</p>	<p>Timing is dictated by traffic</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
intersections and roadways	<p>Donner Pass Road to allow two-stage left-turn movements to be made from Glenshire Drive.</p> <p>Mitigation Measure 3.11-1B: Installation of a traffic signal at the Bridge Street/Donner Pass Road intersection is included in the Town’s Traffic Impact Fee Program. Payment of traffic impact fees is considered to be an adequate mitigation measure for this intersection. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project proponent shall pay Town of Truckee traffic impact fees contributing to this improvement.</p> <p>Mitigation Measure 3.11-1C: Installation of a traffic signal at the Bridge Street/West River Street intersection is included in the Town’s Traffic Impact Fee Program. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project proponent shall pay Town of Truckee traffic impact fees contributing to this improvement.</p> <p>Mitigation Measure 3.11-1D: Re-striping the existing westbound left-turn lane on West River Street at its intersection with McIver Crossing as a two-way left-turn lane (TWLTL) would improve the LOS to an acceptable level (LOS E or better) in 2012, as it would allow two-stage left-turn movements from McIver Crossing to West River Street eastbound. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project shall restripe the existing pavement to provide a TWLTL on West River Street east of McIver Crossing.</p> <p>Mitigation Measure 3.11-1E: <u>Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, Following following</u> recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits<u>certificates of occupancy</u> on the project site, the project</p>		conditions and the individual mitigation measures	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>proponent shall construct improvements to the SR 267/Brockway Road/Soaring Way intersection as identified in General Plan Table CIR-5 (which indicates construction of a roundabout or additional through and turning lanes). The construction of additional through and turning lanes may be allowed as an interim improvement if the project proponent can demonstrate to the satisfaction of the Town that the additional through and turning lanes would be substantially less costly than the construction of a roundabout, and would achieve an acceptable level of service at this intersection. Dual left-turn lanes will not be allowed. <u>Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision, the project proponent shall construct or provide adequate financial security for the required SR 267/Brockway Road/Soaring Way intersection improvements.</u></p> <p>Mitigation Measure 3.11-1F: Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on parcels located on the west side of SR 267, a Brockway Road Corridor Study shall be completed. The study shall evaluate two potential Martis Drive alignment options. One option would align Martis Drive such that it would intersect with Brockway Road at near the existing winery access. The second option would evaluate the alignment of Martis Drive such that it would intersect with Brockway Road at the Brockway Road/Hope Court intersection. Pursuant of the Mountain Home Center Planning Commission Resolution 2005-14, improvements to Martis Drive should consider the provision of a shared access with Mountain Home Center. The provision of a shared access would require the closure of the Mountain Home Center access off Brockway Road. The following should be evaluated, at a minimum, for each of the potential Martis Drive alignments:</p> <ul style="list-style-type: none"> • Intersection Level of Service at the SR 267/Brockway Road, Brockway Road/Hope Court, and Brockway Road/Martis Drive intersections assuming existing, existing plus project, and 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>cumulative plus project traffic volumes. The analysis shall identify intersection mitigation measures that are necessary to maintain adequate LOS. Two-way left-turn lanes may be appropriate under certain conditions along Brockway Road they shall not be considered a valid method for mitigation LOS. Two-way left turn lanes shall only be considered at intersections with low traffic turning-movement volumes.</p> <ul style="list-style-type: none"> • Turn lane warrants shall be evaluated to determine where left and right-turn lanes are required for reasons beyond meeting Level of Service thresholds. • Location and extent of necessary snow storage easements. • Impacts and level of service on Martis Dr./Reynold Way and Estates Drive. • Locations of Class I trails connections and trail crossings on the west side of SR 267, along Brockway Road and along Hope Court as well as the evaluation of medians and other features to facilitate those crossings. Appropriate crosswalk locations at the SR 267/Brockway Road intersection. • 30 percent design of SR 267/Brockway, Brockway/Hope Court, and Brockway/Martis Drive intersections and trails with adequate detail such that right of way and easement requirements can be accurately identified. • Evaluation of any additional utility easements (outside road right of way) that might be necessary. <p>The improvements that are required prior to any further parcel subdivision or issuance of any grading or building permits on the project site will be determined by the Town Engineer based upon the results of this study. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on parcels located on the east side of SR 267, a Soaring Way Corridor Study shall be completed that identifies, at a minimum, the following:</p> <ul style="list-style-type: none"> • Intersection Level of Service at the SR 267/Brockway Road and Joerger Drive/Soaring Way intersections assuming existing, 			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>existing plus project, and cumulative plus project traffic volumes. Intersection Level of Service assuming existing, existing plus project, and cumulative plus project traffic volumes. The analysis shall identify intersection mitigation measures that are necessary to maintain adequate LOS. Two-way left-turn lanes may be appropriate under certain conditions along Brockway Road they shall not be considered a valid method for mitigation LOS. Two-way left turn lanes shall only be considered at intersections with low traffic turning-movement volumes.</p> <ul style="list-style-type: none"> • Turn lane warrants shall be evaluated to determine where left and right-turn lanes are required for reasons beyond meeting Level of Service thresholds. • Locations of Class I trails connections and trail crossings on the east side of SR 267 as well as the evaluation of medians and other features to facilitate those crossings. Appropriate crosswalk locations at the) Road intersection. • 30 percent design of SR 267/Brockway and Joerger Drive/Soaring Way intersections and trails with adequate detail such that right of way and easement requirements can be accurately identified. (As modified by the Town Council and Adopted with Town Council Resolution No. 2015-10) <p>Mitigation Measure 3.11-1G: Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any certificates of occupancy grading or building permits on the project site parcels located on the west side of SR 267, the project proponent shall provide for the extension of the existing central two-way left turn lane (TWLTL) along Brockway Road to the east of the Brockway Road/Martis Drive (Site Access) intersection construct the necessary improvements identified in the Brockway Road Corridor Study, including improvements to the Brockway Road/Martis Drive intersection. Following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on the west side of SR 267, the project proponent shall <u>construct or provide adequate financial security for the required</u></p>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>Brockway Road Corridor improvements.</p> <p>Mitigation Measure 3.11-1H: Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any certificates of occupancy grading or building permits on the project site parcels located east of SR 267, the project proponent shall construct a single-lane roundabout with single-lane approaches at the Soaring Way/Joerger Drive/Site Access intersection. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on the east side of SR 267, the project proponent shall construct or provide adequate financial security for the required Soaring Way/Joerger Drive/Site Access intersection improvements.</p> <p>Mitigation Measure 3.11-1I: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) shall pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to SR 267 between Brockway Summit and SR 28.</p>			
<p>Impact 3.11-4: Under cumulative conditions, project implementation would worsen already unacceptable levels of service at study intersections and roadways.</p>	<p>Mitigation Measure 3.11-4A: The project proponent shall construct separate left and right turn lanes on the southbound Martis Drive approach for the improvements to the Brockway Road/Martis Drive intersection consistent with the Brockway Road Corridor Study. The timing of this improvement shall be determined by the Town of Truckee.</p> <p>Mitigation Measure 3.11-4B: Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to the:</p> <ul style="list-style-type: none"> • SR 89 North/Donner Pass Road intersection, • Donner Pass Road/I-80 Eastern Interchange Eastbound Off- 	<p>Truckee Engineering Department</p>	<p>Timing is dictated by traffic conditions and the individual mitigation measures</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	Ramp intersection, <ul style="list-style-type: none"> • Donner Pass Road/Pioneer Trail intersection, • SR 267/Airport Road/Schaffer Mill Road intersection, • SR 267/I-80 Interchange Ramps intersections, and • SR 267 - widening SR 267 to four travel lanes from the Town Limit to south of Northstar Drive, extending the southbound truck climbing lane to Brockway Summit, and constructing a northbound passing lane at Brockway Summit. 			
Impact 3.11-7: Project implementation may result in traffic impacts during construction	Mitigation Measure 3.11-2: The project proponent shall prepare a Construction Traffic Management Plan for review and approval by Town staff, prior to construction.	Truckee Engineering Department	Prior to construction activities.	
UTILITIES				
Impact 3.12-1: Project implementation has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control	Mitigation Measure 3.12-1: Prior to the approval of building plans for Commercial and Industrial uses within the Plan Area, the project proponent and/or business owner shall provide the TSD and T-TSA with appropriate details of the uses and wastewater generated within the commercial and/or industrial area. Project proponents and/or business owners shall present facility layouts with tabulated fixture unit counts and other T-TSA billing factor counts. The methodology used to develop these fixture, factor, and flowrates shall also be submitted. Prior to the approval of building plans, the project proponent and/or business owner must receive verification from T-TSA and the TSD that adequate capacity allocations are available to serve the proposed project.	Truckee Sanitary District and Tahoe-Truckee Sanitation Agency	Prior to approval of building plans.	

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
VISUAL AND AESTHETIC RESOURCES				
Impact 3.13-3: Project implementation may result in light and glare impacts	Mitigation Measure 3.13-1: In order to reduce potential for nighttime lighting impacts, future development applications within the Plan Area shall prepare and submit an exterior lighting plan for review and approval by the Town of Truckee Community Development Department. The lighting plan shall include standards for all exterior light fixtures proposed in public, commercial, industrial, and multi-family areas of the Plan Area. The lighting plan shall comply with Chapter 18.30.060 of the Town of Truckee Development Code. The lighting plan may be included in the application's design review package, or may be submitted as a stand-alone document. The lighting plan shall be approved by the Town of Truckee Community Development Department prior to issuance of building permits.	Truckee Community Development Department	Prior to issuance of building permits.	

**RESOLUTION 2018-78
EXHIBIT "C"**

**APPLICATION NO. 2017-0000078
SOARING RANCH**

AMENDED CONDITIONS OF APPROVAL

Except as identified and modified below, all conditions of approval for the Soaring Ranch project as identified in Exhibit "C" of the Resolution 2018-15 remain the same. The following conditions of approval are revised (~~red strikethrough~~ text is proposed to be deleted and blue underlined text is proposed to be added):

7. All mitigation measures identified in the certified EIR and the addendum thereto approved by the Town Council, as such mitigation measures are adopted or modified by Resolution 2018-78, shall be incorporated into the project as conditions of approval. Such mitigation measures and conditions of approval shall control in the event of any inconsistency between themselves and any mitigation measures and conditions of approval as amended by the Planning Commission pursuant to condition of approval #8 herein.

45. Project drainage improvements will be required to provide detention/retention storage and LID measures that will prevent increases in storm runoff rates and volumes during storm events consistent with the Town's then-current National Pollutant Discharge Elimination System (NPDES) permit up to and including the 100-year storm event. Included in this mitigation measure is the requirement that onsite retention shall be provided for the 20 year 1-hour storm runoff volume from impervious areas. The design of detention/retention storage, LID facilities and other drainage facilities shall be supported by appropriate hydrologic and hydraulic evaluations as part of project grading and drainage plan submittal process, all of which will be prepared by a registered civil engineer. All facilities shall be designed in compliance with Town of Truckee standards. (**Mitigation Measure 3.7-4**)

53. Prior to the issuance of the first certificate of occupancy, the project proponent shall construct, or provide adequate funding for the construction of the ~~following offsite trail~~ bicycle paths connections: identified in the Joerger Ranch Specific Plan unless interim or incremental improvements have been approved by the Town Engineer per Chapter 7 Implementation and Phasing, Section 1 of the Joerger Ranch Specific Plan.:
 1. ~~The proposed onsite Class I bicycle path that runs north along the western edge of Martis Drive shall be extended offsite to provide connectivity to the Truckee River Legacy Trail. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

 2. ~~The proposed onsite Class II bicycle path that runs north along Joerger Drive shall be extended offsite to provide connectivity to the Riverview Sports Park. The alignment and design parameters of this offsite trail connection shall be determined through consultation with Town staff.~~

 3. ~~The proposed onsite Class I bicycle path that runs southeasterly along Hope Court shall be extended offsite to provide connectivity to the Martis Valley Trail System. The alignment and design parameters of this offsite trail connection shall be~~

~~determined through consultation with Town staff. (Mitigation Measure 3.10-4)~~

56. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits/certificates of occupancy on the project site, the project proponent shall construct improvements to the SR 267/Brockway Road/Soaring Way intersection as identified in General Plan Table CIR-5 (which indicates construction of a roundabout or additional through and turning lanes). The construction of additional through and turning lanes may be allowed as an interim improvement if the project proponent can demonstrate to the satisfaction of the Town that the additional through and turning lanes would be substantially less costly than the construction of a roundabout, and would achieve an acceptable level of service at this intersection. Dual left-turn lanes will not be allowed. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision, the project proponent shall construct or provide adequate financial security for the required SR 267/Brockway Road/Soaring Way intersection improvements. (Mitigation Measure 3.11-1E)
58. ~~Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project proponent shall provide for the extension of the existing central two-way left-turn lane along Brockway Road to the east of the Brockway Road/Martis Drive (Site Access) intersection. (Mitigation Measure 3.11-1G)~~
59. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits/certificates of occupancy on the project site parcels located east of SR 267, the project proponent shall construct a single-lane roundabout with single-lane approaches at the Soaring Way/Joerger Drive/Site Access intersection. Unless otherwise exempt per Chapter 4 of the Joerger Ranch Specific Plan, following the recordation of a Phase 1 Map totaling five or fewer parcels, but prior to any further subdivision on the east side of SR 267, the project proponent shall construct or provide adequate financial security for the required Soaring Way/Joerger Drive/Site Access intersection improvements. (Mitigation Measure 3.11-1H)
60. Prior to the issuance of grading or building permits for individual development projects within the Plan Area, the project applicant(s) shall pay the Town of Truckee traffic impact fees to cover its share of cost to perform improvements to SR 267 between Brockway Summit and SR 28. (Mitigation Measure 3.11-1I)
61. ~~The project proponent shall construct separate left and right turn lanes at the southbound Martis Drive approach for the Brockway Road/Martis Drive intersection. The timing of this improvement shall be determined by the Town of Truckee. (Mitigation Measure 3.11-4A)~~
62. Prior to the issuance of grading or building permits for individual developments within the Plan Area, the project applicant(s) pay the Town of Truckee traffic impact fee to cover its share of cost to perform improvements to the:
- SR 89 North/Donner Pass Road intersection
 - Donner Pass Road/I-80 Eastern Interchange Eastbound Off-Ramp Intersection
 - Donner Pass Road/Pioneer Trail intersection
 - SR 267/Airport Road/Schaffer Mill Road intersection
 - SR 267/I-80 Interchange Ramps intersections, and

- SR 267-widening SR 267 to four travel lanes from the Town limit to south of Northstar Drive, extending the southbound truck climbing lane to Brockway Summit and constructing a northbound passing lane at Brockway Summit. **(Mitigation Measure 3.11-4B)**

67. Prior to Parcel Map recordation or building permit issuance, the following infrastructure improvements shall be constructed or adequate security (per Development Code Section 18.108.040 - Improvement Agreements and Security and Ordinance 2017-14) shall be provided:

- a. SR 267/Brockway Road/Soaring Way intersection:
 - i. Construct the following additional turn lanes:
 1. Northbound on SR 267: Separate right-turn lane
 2. Eastbound on Brockway Road: Separate left, through, and right-turn lane.
 3. Westbound: Separate left, through, and right-turn lane.
 - ii. or, alternatively, construct a multi-lane roundabout.
- b. A roundabout at the Soaring Way/Joerger Drive/Raley's Access
- c. Frontage improvements along the entire Phase 1 parcel including 6-foot sidewalks, curb and gutter, striping for Class II bike lanes and on street parking.
- d. A transit stop and shelter on the south side of Soaring Way, east of Joerger Drive.
- e. **Class I Paths:**
 - i. A Class I trail parallel and connecting to SR 267 along the entire property frontage (Soaring Way to Hampton Inn) with a connection to the Soaring Way/Joerger Drive and SR 267/Brockway Road/Soaring Way intersections and trail connections from the project to the trail.
 - ii. Class I trail connecting Soaring Way to the Riverview Sports Park on Joerger Drive (including off-site connections and consistent with the Specific Plan).

The final Improvement Plans for the aforementioned improvements shall be submitted and approved by the Town Engineer prior to building (grading) permit issuance or Parcel Map recordation, with the exception of the SR 267/Brockway Road/Soaring Way improvements. Prior to building permit issuance, the applicant shall demonstrate to the satisfaction of the Town Engineer that significant progress has been made on the plans for SR 267/Brockway improvements. Nothing in this approval shall be construed as an approval of the preliminary plans.

All aforementioned improvements shall be constructed and complete prior to issuance of any Certificates of Occupancy within the Soaring Ranch Planned Development. Issuance of Certificates of Occupancy may be allowed by the Town Engineer prior to the completion of the off-site trails as long as adequate securities are in place and construction has commenced.