TOWN OF TRUCKEE

INITIAL STUDY / PROPOSED MITIGATED NEGATIVE DECLARATION

May 7, 2008 Revised Version

BACKGROUND

Application: Application No. 00-110

Project Name: Hilltop Master Plan

Project Proponents: Town of Truckee, in cooperation with Hilltop Master Plan Area property owners:

- Davies of Fitch Partners, as represented by Bill Fitch, 3074 Ten Mile Dr, Sparks NV 89436
- JAR – Hilltop, as represented by Allan Radford, 528 Arizona Ave #210, Santa Monica CA 90401
- Silverwood in Truckee LLC, as represented by Bill Fitch, 3074 Ten Mile Dr, Sparks NV, 89436.
- Village Employee Parking Corporation, 6900 S. McCarran Blvd #3000, Reno NV 89509
- Thomas Young, P.O. Box 10067, Truckee CA 96162

Lead Agency: Town of Truckee Town Council
c/o Truckee Community Development Department
10183 Truckee Airport Road
Truckee, CA 96161
(530) 582-7820

Contact Person: Duane Hall, Town Planner
(530) 582-2918
e-mail: dhall@townoftruckee.com

Other agencies whose approval may be required (e.g. permits, financing approval, or participation agreement):
Other agency approvals for the common infrastructure plan may include the Truckee Donner Public Utility District, Truckee Sanitary District, Truckee Fire Protection District, and Regional Water Quality Control Board Lahontan Region.

Future entitlements for development projects will require a number of other local and state agency approvals.

SCOPE OF ENVIRONMENTAL REVIEW

The Hilltop Master Plan was prepared to implement the Town of Truckee General Plan and the Downtown Specific Plan. It is a planning and policy document establishing land use locations, types, and densities and policy and design guidelines for future development. Except for construction of the common infrastructure that will provide basic infrastructure to the parcels and connect this infrastructure to public roads and off-site utilities, the master plan does not include any approvals for development. Consequently, this Initial Study / Mitigated Negative Declaration is a program-level environmental document with project and site development impacts limited in specificity to the depth allowed by information and analysis available and common to the level associated with a specific plan amendment, rezonings, and a master plan. Detailed grading and construction plans, site layouts, building elevations, and similar development information are not available as part a master plan, and the environmental analysis of this Initial Study / Mitigated Negative Declaration is constrained by the information available. However, subsequent project-level environmental review will be completed in accordance with CEQA prior to approval of any development project on the parcels when more detailed information is available on the actual development proposed.

The master plan will be consistent with the environmental policies of the Downtown Specific Plan and the General Plan, and this Initial Study / Mitigated Negative Declaration references those environmental policies and where appropriate clarifies those policies with more detailed mitigation measures. Also, recommended mitigation measures and project changes from Eco Synthesis Wetland and Biological Resources Report for Hilltop Master plan Site, October 2003; North Fork Associates Hilltop Master Plan Wetlands Assessment, February 19, 2003; Archaeological Inventory Survey, Peter M. Jensen, PhD, October 8, 2003; Kautz Environmental Consultants, Inc. Town of Truckee Historic Resources Inventory, March 1999 and the Hilltop Traffic Impact Analysis prepared by LSC, Inc. October 16, 2003 and August 18, 2004 update have been incorporated into the Master Plan.

PROJECT LOCATION AND DESCRIPTION

The Hilltop Master Plan area is located immediately south of historic downtown Truckee, on the south side of Brockway Road between Palisades Drive and South River Street. The area is approximately 1/4 mile wide and extends approximately 1/3 mile south of Brockway Road. The site is accessed from Brockway Road, Pine Cone Road, and Palisades Drive near Ponderosa Drive.

As discussed previously, the Hilltop Master Plan is a planning and policy document establishing land use locations, types, and densities and policy and design guidelines for future development. It also includes a common infrastructure plan that will provide basic infrastructure to the parcels and connect this infrastructure to public roads and off-site utilities. The master plan does not include any specific proposals for development. This Initial Study / Mitigated
Negative Declaration addresses approvals for amendments to the Downtown Specific Plan, the master plan, rezonings including a planned development, and the common infrastructure plan.

1. **Downtown Specific Plan Amendments.** In order to process the Hilltop Master Plan various amendments to the Downtown Specific Plan are required. They include the following:

**Master Plan Area.** The master plan proposes the following modifications to the Hilltop Master Plan area:

- Remove the southerly third (approximately 2.7 acres) of the approximate 7-acre to the east (APN 19-450-42) from the master plan area and designate the property as “Commercial”.

  This parcel fronts on Palisades Drive. The northerly half of the parcel is designated Commercial and is not within the designated master plan area of the Downtown Specific Plan. The Downtown Specific Plan intended that this 2.7-acre land area provide a primary connection to Palisades Drive. The LSC traffic study concluded that such an intersection would be too close to Brockway Road and the biological assessment prepared by Eco Synthesis concluded that jurisdictional wetlands would be impacted by that road alignment. In response to these two studies, the parcel is proposed to be removed.

- Remove approximately 0.5 acres of the Kuttel parcel at the lower elevation along Brockway Road and South River Street from the master plan area and designate the property as “Single Family Residential”.

**Table 2.1 Amendment.** Table 2.1 reflects the general guidelines for development of Hilltop over a 20-year period as of the date of adoption of the Downtown Specific Plan in 1997. The master plan proposes an adjustment to the “Growth Increment” for the Hilltop Area as follows:

- Single Family and Multi-Family Residential Units: Decrease from 350 to 275.
- Commercial and Office Floor Space: Increase from 25,000 to 75,400 square feet.
- Lodging Units: Decrease from 150 to 60.

Table 2.1 will be amended to reflect these development guidelines.

**Policy Amendment.** Policy 2.H.3 will be amended to delete the feature, “Primary access shall be from Palisades Drive.”

2. **Master Plan.** The Hilltop Master Plan will implement the Downtown Specific Plan, as amended, and refine the land uses and development standards contained in the Truckee Development Code. The Master Plan will provide a more specific zoning for the Hilltop Master Plan area through a planned development with deferral to the Truckee Development Code where applicable. The Master Plan is based on “form based zoning” concepts, which allow mixed uses of buildings within the DMU, Downtown Mixed Use, and DC, Downtown Commercial, zoned areas along with specific streetscape standards.
along all major streets within the Master Plan area. The streetscape standards include building setbacks that establish a “build-to” line as opposed to a minimum. The “build to” setback line will reinforce the pedestrian friendly street environment, which is intended to be achieved through the streetscape design standards. In addition of the “build-to” line setback concepts, the streetscape will include pedestrian areas, bicycle routes/paths, landscape strips, lighting and on-street parking.

There will be five different base land use districts (three residential and two commercial zones) and an open space district established to create a mixed-use, downtown, neighborhood village within the Master Plan area. Land uses within the proposed Master Plan include a mixture of residential uses, a limited range of commercial, general offices and public use areas. There will be a range of residential housing types, which will include single-family dwellings, second units, live-work, co-housing and multiple family units. Some of the residential uses will be accommodated in the mixed-use and commercial districts. A mixed-use component is included as a guideline to encourage a range of residential, lodging, retail and office uses for all projects proposed within the Downtown Commercial (DC) and Downtown Mixed Use (DMU) districts. All development projects will be required to comply with Town inclusionary and workforce housing policies and ordinances.

The Master Plan establishes a “maximum allowed development” standard on each parcel. The actual allowed development will be determined through the discretionary land use approval required on each parcel. This may result in less development being allowed than the maximum allowed development based on consistency with master plan policies and guidelines, General Plan and Downtown Specific Plan policies, and the Development Code.

Commercial uses will include a full range of uses to support a downtown neighborhood village without unnecessarily competing with downtown Truckee. These uses could include restaurants, offices, retail shops, convenience stores, bed and breakfast inns and overnight lodging.

The plan encourages mixed uses so that projects could qualify for shared parking, which would reduce impervious surfaces and the overall number of parking spaces. The plan also accommodates and counts off-street parking as fulfilling the Town parking requirements. On-street parking will serve the purpose of slowing traffic speeds thereby improving walkability within the village core.

The southerly 24 acres have been added to the Master Plan area in order to assure that the Hilltop historic ski slope is protected, the Hilltop Park and parking area is developed, and a secondary access is created to connect with Palisades Drive to the east. In order to facilitate these improvements a transfer of residential density is included to shift residential units to this parcel. In total, 16 units will have been transferred. Together with the two units that are permitted on the site, there will be a total of 18 single-family dwellings within a 4.3-acre building envelope along the new road, which will connect with Palisades Drive to the east.

Overall, the Master Plan will provide approximately 28 acres of open space which is around 48 percent of the project site. The centerpiece of the open space area will be
Hilltop Park. The open space area will also accommodate and recreate historic Hilltop Ski Hill with a new tow facility centered on a small public park. The balance of the historic Hill Top Ski Hill is permanently protected on the adjacent land to the west by JAR-Hilltop (one of the Hilltop Master Plan co-applicants).

Finally, the Master Plan accommodates the Legacy Trail along the front of the project area, which will provide an important connection to the Truckee River. The trail will be a 10-foot wide paved trail through the Master Plan area and will be located outside of the designated building envelopes within four different parcels. In addition to the Legacy Trail, the Master Plan includes approximately 6,500 lineal feet of public trails and bike paths.

The Master Plan also identifies common infrastructure improvements, which shall be shared on a pro rata basis amongst the owners of the master plan area. These common infrastructure improvements include major roads, water and sewer extensions, pedestrian and bicycle routes and paths, and open space and recreation facilities. The major circulation improvements will include a new roundabout on Brockway Road at the eastern boundary of Hilltop and the installation of a backbone road circulation system that will provide through access to roads that will connect with Palisades Drive to the east.

Development of the master plan planning has been a collaborative process that has involved five different landowners over a period of five years. Through much discussion and negotiation, the landowners have reached agreement over the land use mix, phasing and formulas to share common improvements.

3. **Rezone.** The Master Plan area contains lands in two different zoning districts. They include Downtown Master Plan-Historic Overlay District (DMP-HP), which applies to the lands within the 33 acre area within the Downtown Specific Plan and Rural Residential-0.2 (one dwelling unit per five acres) (RR-0.2), which applies to the 24 acre parcel that is located to the south of the Downtown Specific Plan area. The proposed zones will result in a rezoning of the entire site and two small adjacent areas and will include the following:

- Modify zoning on southerly portion of Reynolds parcel (portion of APN 19-450-42) from “Master Plan” to “General Commercial”.
- Modify zoning on Kuttel parcel on South River Street (portion of APN 19-140-14) from “Master Plan” to “Downtown Single Family Residential – 4 du/ac”.
- Modify zoning on Silverwood in Truckee parcel from “Master Plan” to “Downtown Mixed Use”.
- Modify zoning on Young parcel from “Master Plan” to “Downtown Mixed Use”.
- Modify zoning on Village Employee Parking Corporation parcel from “Master Plan” to “Downtown Mixed Use”.
- Modify zoning on Davies of Fitch Partners parcel from “Master Plan” to “Downtown Medium Density Residential - 14 du/acre”.

• Modify zoning on southerly JAR-Hilltop parcel from “Master Plan” to “Single Family Residential - 1 du/acre”.

The allowed land uses and densities and intensities in these zoning districts will be restricted as set forth in the Master Plan.

GENERAL ENVIRONMENTAL SETTING

The site is located south of the Truckee River and fronts on Brockway Road (formally State Route 267) just south of South River Street and East South River Street, south of downtown Truckee.

The master plan area is upward sloping from Brockway Road towards the south with slopes ranging from gentle (< 15%) to areas having greater than thirty percent slopes. Elevations on the master plan site range from approximately 5,800 feet to 6,300 feet. The site has been disturbed as a result of resource management activities, skiing on the historic Hilltop ski slope and development. The northern most part of the site is developed with a mixture of structures and graded areas used for storage of construction materials and equipment. There are also other disturbed areas that are not presently used. In total, there were approximately 32,000 square feet of buildings on the site. These buildings are or were recently being used for rental housing for Northstar-at-Tahoe employees, restaurant, residential uses, limited retail uses and a variety of heavy commercial uses that include an auto repair business and a cabinet shop.

The majority of the site supports several subtypes of Jeffrey Pine Forest. In some areas moderate sized trees are present (some exceeding 24 inches in diameter); in others, nearly all of the trees are smaller than 12 inches in diameter. Closely spaced roads, probably remaining from past logging activity, dissect the forest.

A large open area supporting mixed sagebrush and bitterbrush scrub occurs near the northwestern site boundary. This is in the area of the old ski jump and present terminus of the Great Ski Race. The unforested condition of this area appears to be related primarily to soils, which are very thin over bedrock. Additional areas supporting species typical of montane chapparral (tobacco brush, manzanita) are found on and near rock outcrops in the steeply sloping portions of the site, however, these are properly accommodated within the Jeffrey pine Forest vegetation type.

Long, cold winters and short, warm summers characterize the climate area. Mean annual precipitation is approximately 32 inches, most of which falls as snow. Drainage is assumed to be primarily sheet flow towards the Truckee River to the north.

Lands to the east are vacant and developed with single-family dwellings. Lands to the south are developed with single-family dwellings. Lands to the west are largely undeveloped due to steep slopes and the lack of access. Lands to the north across Brockway Road are developed with single-family dwellings and mixture of downtown, related uses.
EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS.
   Would the project:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Have a substantial adverse effect on a scenic vista?</td>
<td>X</td>
<td></td>
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<tr>
<td>b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</td>
<td></td>
<td>X</td>
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<tr>
<td>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>X</td>
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<td>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>X</td>
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   Environmental Setting – The General Plan does not designate the site as a scenic vista and does not identify the site as having any prominent slope exposure and ridgelines or major streams (General Plan, Volume I, Plate 5). Furthermore the site is not within a state scenic highway. There is, however, a prominent ridge and slope that are visible to downtown Truckee and other vantage points to the north. In addition the historic Hilltop Ski Slope is visible and there are substantial stands of Jeffery Pines on the upper (southern) portion of the site. Due to the presence of historic buildings and the visibility to the downtown, the site is zoned with the HP Historic Preservation overlay district. Major light sources in the vicinity are lights from the commercial uses in the Downtown Commercial Row, Interstate 80, and the surrounding single family and multi-family residential homes within the Ponderosa Palisades subdivision.

Impact Discussion – As summarized in the project description, the Master Plan provides a variety of uses that will both attract outside visitors as well as provide conveniences to keep residents on-site The overall goal of the master Plan is to provide form-based buildings and streetscape design standards that will unify site development and design while encouraging mixed uses to facilitate pedestrian scale development.

The mass and scale of the commercial and mixed-use buildings are intended to limit heights to between 25 and 30 feet along the northerly ridge overlooking downtown Truckee. This area has largely been disturbed by previous development activity. Building heights may increase the further away from the ridge. The Hilltop architectural standards contained in Section III, the required streetscape sections and overall site development standards are the tools that that will guide development to achieve the desired goals, while minimizing visual impacts on the downtown. The Master Plan has established design guidelines that apply to all uses and new buildings, including single-family dwellings.

In addition, development in the DMU, DC, DRH, and DRM districts will be subject to compliance with the Downtown Historic Design Guidelines. The Town of Truckee prepared a four volume detailed Historic Resources Inventory. Kautz Environmental Consultants, Inc. from Reno
prepared the inventory in March 1999. See discussion under Section 4, Cultural Resources for a more complete impact discussion.

**Trees** - There may be some significant visual impacts associated with potential tree removal and the grading proposed for the project. A preliminary grading plan has not yet been completed as there are multiple property owners involved in the Master Plan. Mass pad grading can result in the removal of all vegetation and could create substantial cuts and fills between various uses. If mass pad grading were utilized in the northerly (front) portion of the Master Plan area, these impacts would be highly visible from Brockway Road and other public vantage points. The unnecessary removal of significant trees along the ridge will harden the view of buildings along the ridge. These potential impacts from the wholesale removal of trees in development areas and the removal of trees along the scenic ridge may be significant.

Mitigation Measure 1a will substantially restrict the removal of trees 24 inches or greater along the ridge, and buildings, driveways, and parking areas will need to be designed to preserve these trees. Mitigation Measure 1b, by prohibiting mass pad grading and restricting initial grading to each individual lot for the driveways and building pads, will substantially reduce the amount of tree removal, limit the amounts of cuts and fills between the buildings, with the exception of the lots proposed to utilize shared driveways. These mitigation measures will reduce aesthetic impacts resulting from tree removal to a less than significant level.

**Building Design and Visibility** - The primary goal for the major building forms is to blend the colors and textures of the trees, soil and rocks of the native landscape. The design guidelines have been integrated to promote design themes, pedestrian orientation and buildings that incorporate “mountain architectural features and materials, such as shingle, horizontal, vertical, and board and baton siding, divided light windows, natural stone, composition shingle or metal roof material, and wooden building doors. The Master Plan requires that individual projects be subject to design review pursuant to Title 18 of the Truckee Development Code. This review will assure that each project will fully incorporate the design themes and standards contained in the master plan. As noted above, each project will be reviewed for compliance with the Town of Truckee Historic Design Guidelines and the design guidelines of the Hilltop Master Plan.

The Master Plan height restrictions for buildings along the ridge and design guidelines will ensure that potential aesthetic and visibility impacts from buildings will be less than significant.

**Exterior Lighting** - The design standards also require that exterior lighting, including street lighting, be directed downward and shielded to prevent light spill and illumination of the night sky. These standards also implement the lighting standards and design criteria of Section 18.30.060 of the Development Code and will ensure that the exterior lighting will be architecturally integrated with the character of the proposed structures, in addition to not being detrimental to the surrounding properties, scenic corridors and cumulatively upon the community.

**Mitigation Measures**

1a. All future development projects on the site shall submit a tree survey that identifies all trees that are six inches in diameter or greater within or adjacent to development areas. Tentative subdivision maps and individual site development plans submitted as part of the design review process shall maintain mature tree clusters (unless a licensed silviculturalist recommends thinning to improve tree stand vigor and health), preserve
trees with diameters at breast height of 24 inches or greater, and preserve trees with
diameters at breast height of 12 inches or greater along the ridge above Brockway Road
and South River Street. Notwithstanding the above, trees of 24 inches or greater, or 12
inches or greater along the ridge, may be removed when necessary or appropriate due to
the design of the project and when there are no practical or reasonable methods to
preserve such trees.

**Timing:** At the time of future project submittals

**Responsible Agency:** Planning Division

1b. Mass pad grading of building pads and wholesale removal of vegetation shall be
prohibited. Where possible, foundations shall be stepped to follow natural terrain.

**Timing:** At the time of future project submittals and construction
improvement plans

**Responsible Agency:** Planning Division and Town Engineer

### 2. AIR QUALITY.

**Would the project:**

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<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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</thead>
<tbody>
<tr>
<td>a. Conflict with or obstruct implementation of the Truckee Particulate Matter Air Quality Management Plan or other applicable air quality plan?</td>
<td></td>
<td>X</td>
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<tr>
<td>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
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<td>X</td>
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<tr>
<td>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
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<td>X</td>
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<tr>
<td>d. Expose sensitive receptors to substantial pollutant concentrations?</td>
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<td>X</td>
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<tr>
<td>e. Create objectionable odors affecting a substantial number of people?</td>
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<td>X</td>
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**Environmental Setting** – The project is located within the Truckee air basin. Based on
information in the Truckee Particulate Air Quality Management Plan, the Truckee air basin
routinely exceeds State PM$_{10}$ 24-hour standards and is close to exceeding the State PM$_{10}$
annual standards (and has exceeded this standard in past years). The Truckee air basin is
designated a non-attainment area under State ambient air quality standards. Although the
Truckee area basin complies with Federal ambient air quality standards and is designated an
attainment area, monitoring stations have recorded several 24-hour exceedances of the Federal
standard within the past five (5) years. The three primary sources of PM$_{10}$ are woodstove smoke, re-entrained road dust, and construction and demolition activities.

Northern Sierra Air Quality Management District (NSAQMD) monitoring data shows no violations or exceedances of State or Federal ozone or carbon standards, and the Truckee air basin is designated as an attainment for these pollutants.

**Greenhouse Gas Emissions** - Greenhouse gases (GHG) are those gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities, and the accumulation of GHG in the atmosphere regulates the earth’s temperature. It is widely supported that GHG contributes to global climate change, however, the extent of the change or the exact contribution of GHG, including emissions from development and operation of facilities contemplated by the master plan, remain in debate. This analysis does not attempt to quantify the specific cumulative contribution of the proposed master plan to global climate change, but rather it provides a qualitative assessment of the issue as it relates to future development proposed by the master plan and offers reasonable mitigation measures that can be implemented at the plan and policy level.

The State of California has taken the lead to reduce greenhouse gas emissions in California. In addition to other legislative acts and executive orders, Governor Arnold Schwarzenegger in September 2006 signed Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006. AB32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through regulations to reduce emissions from stationary sources and from vehicles. The California Air Resources Board (CARB) is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions.

Based on the actions of the State legislature and the California Attorney General in enforcing these laws, it appears that the California Environmental Quality Act requires lead agencies to address greenhouse gas emissions in environmental documents. However, CARB, the Attorney General, and other regulatory agencies have not issued any definitive guidance that agencies can follow in evaluating how land use developments contribute to climate change, specifically in regards to establishing thresholds of significance, and identifying appropriate mitigation for such emissions.

This becomes even more relevant when considering that GHG emissions contribute to a cumulative, global impact. Issues of GHG emissions and climate change are fundamentally different from other areas of air quality impact analysis, which are all linked to some region or area in which the impact is significant.

In the case of particulate matter, that area is typically the air basin, which is or may become non-attainment for PM$_{10}$ or PM$_{2.5}$, and the impact does not occur outside the air basin. In that context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that area in itself as a project-specific environmental impact. In the case of greenhouse gas emissions, those emissions do not have a direct environmental impact on the local area but rather a cumulative impact that affects all of the State of California and the world at large. The generation of one ton of greenhouse gas emissions in Modoc
County in northeastern California will have the same impact on global climate change as one ton of GHG emissions in Truckee.

Lacking definitive guidance from the State, local jurisdictions on an individual basis must determine the significance of greenhouse gas emissions and mitigation measures for projects within that jurisdiction. The Town of Truckee has not yet developed or adopted a climate action plan or similar policies and standards to address greenhouse gas emissions. Also, the Town has not adopted local implementing procedures and guidelines for CEQA to address how GHG emissions should be analyzed in environmental documents, the thresholds of significance, and reasonable mitigation measures to be applied in Truckee.

**Impact Discussion**

**Particulate Matter** – The project meets the threshold for the “Large Project Emission Offset” control strategy in the Particulate Matter Air Quality Management Plan because the project consists of over 100 dwelling units. The large emissions offset is targeted towards all particulate matter sources for the project that can be measured in order to achieve “no net increase” in emissions so the project will not contribute to annual and 24-hour particulate matter concentrations. As summarized in the Particulate Matter Air Quality Management Plan, the three primary sources of particulate air matter are wood combustion, road re-entrained dust, and particulate matter from demolition and construction activities. The use of woodstoves will also generate significant amounts of fine particulate matter. Woodstoves are the second major source of PM$_{10}$ during poor air quality periods and the number one annual source of PM$_{2.5}$. Because of the severity of the existing particulate matter air quality problem, additional PM$_{10}$ emissions will contribute to the existing violations of the State 24-hour standards, and add to emission concentrations that may lead to violations of the Federal 24-hour standards. Therefore, the Truckee Particulate Matter Air Quality Management Plan prohibits a net increase in PM$_{10}$ emissions from residential projects. Because the Master Plan includes the creation of single family lots and multi-family units, the installation of woodstoves may be proposed, which may have a significant impact on particulate matter air quality.

The Master Plan cumulatively meets the threshold for a large development per the Particulate Matter Air Quality Management Plan therefore particulate matter emissions generated by the project may be significant. Particulate matter from woodstoves and construction can be mitigated through the Development Code. However, there are more factors involved in determining the annual particulate matter generated by road re-entrained dust and vehicle emissions, such as climatic events throughout the seasons (i.e., more sanding of roads during heavier snow fall and abnormal or above average temperatures during the summer time). The Air Quality Management Plan references a formula in Appendix 4 relating to paved road emissions, which is based on the vehicle miles traveled (VMT) generated by the project. The traffic study projects that there will over 4,900 average daily trips. Since additional information is needed on miles traveled per trip in order to estimate VMT associated with the Master Plan, a study should be submitted with each individual project (i.e. Design Review, tentative map, etc.) to estimate the amount of emissions generated from vehicle tail pipes and re-entrained road dust.

Additionally, as discussed in Section 5 (Geology and Soils), grading for the project will disturb soil on the site, generating airborne dust that may affect air quality in the area. Grading may generate substantial amounts of vegetation that will need to be removed from the site. Burning
of vegetation on the site could generate significant amounts of particulate matter that will adversely affect air quality impacts and may expose surrounding residents to smoke pollutants due to the amount of soil that will be disturbed, the amount of vegetation that may need to be removed from the site, the proximity of residences and other sensitive uses in the area, and the existing PM$_{10}$ air quality problem in the Truckee area. However, Section 18.30.030, Air Emissions, of the Development Code requires the project to comply with standards to ensure that the project will limit the amount of short-term, dust emission impacts generated from the development, such as open burning, fugitive dust, speed restriction, and dust control measures. Compliance with these standards will reduce air emission impacts related to the project to a less than significant level.

The project must also comply with the drainage storm water runoff, and grading regulations of the Development Code, which will require retention and treatment of storm water runoff on-site prior to release in drainage facilities and temporary and permanent erosion control measures including measures identified in the Regional Water Quality Control Board’s (RWQCB) Truckee River Hydrologic Unit Project Guidelines for Erosion Control and the “State of California Storm water Best Management Practices Handbooks”. These measures also address wind erosion, which will ensure that the project does not result in significant dust emissions during and after completion of construction. With incorporation of the Development Code and Mitigation Measures 2a and 2b into the master plan, future development will be consistent with the Particulate Matter Air Quality Management Plan and particulate matter emissions will be reduced or mitigated to a less than significant level.

Greenhouse Gas Emissions – Because of the amount of development proposed in the master plan and since the master plan is a planning and policy document, this Initial Study / Mitigated Negative Declaration addresses in a qualitative matter greenhouse gas emissions that may be generated by future development proposed by the master plan. Lacking specific quantitative thresholds of significance for GHG emissions, development proposals, and information on how master plan development fits into the overall land use and transportation system of Truckee to reduce GHG emissions, it is not effective to quantify greenhouse gas emissions for future development. Nonetheless, this Initial Study / Mitigated Negative Declaration addresses how future development in the Hilltop Master Plan area may affect GHG emissions, in both positive and negative ways, and identifies policy-level mitigation measures that are reasonable and appropriate for a planning and policy document.

The two main generators of GHG emissions from land use development are vehicle emissions and building operations. Generally, projects may reduce GHG emissions by decreasing the miles traveled by vehicles generated by the project and by improving the energy efficiency of buildings within the project. In looking at the density, diversity (in regards to mixture of land uses), design, and destination (its location relative to accessibility to other places) of a development, a project can be evaluated to determine whether the project will generate less vehicle miles traveled compared to “development as usual”.

Density – The Master Plan proposes up to around 275 residential units and 105,000 square feet of commercial floor space (including lodging) on approximately 30 acres. (The remaining land will be preserved as open space.) This equates to a density of around nine residential units and 3,500 s.f. of commercial floor space on each acre of developed land. This is a highly dense development for Truckee and is comparable to the density envisioned by the Downtown Specific Plan for this site.
Diversity – The Master Plan proposes commercial, residential, and open space uses with a variety of residential uses ranging from medium-size lot single family residential to high density condominiums. These land uses provide a good mixture of commercial businesses and full-time residents as evidenced by the jobs-housing balance of 249 jobs created by the proposed commercial uses and 225 employees residing in the proposed housing (Hilltop Commercial Use Economic Analysis, April 15, 2008, Page 15). The commercial businesses may also provide services to full-time residents, seasonal residents, and transient guests.

Design – Future development will be designed in a manner to facilitate pedestrian and bicycle circulation within the master plan area and to connect to off-site pedestrian and bicycle paths. Each commercial building and residential building will have access to a public path providing access to other commercial and residential buildings within the site. The Master Plan also provides for off-site connections to public paths on Palisades Drive and on Brockway Road with a public stairway providing more direct access from the DMU district to Brockway Road at South River Street. Except for the 18 medium-sized single family lots in the JAR-Hilltop North parcel, all commercial uses and residential units are located within a 1/3 mile of each other.

Destinations – The Hilltop Master Plan is an infill development first envisioned by the Downtown Specific Plan. It provides for dense, mixed use development in the Downtown core of the community with pedestrian and bicycle connections for Master Plan residents and visitors to Downtown businesses and residences (1/4 to 1/2 mile to Donner Pass Road / Bridge Street), recreational facilities at the Truckee River Regional Park (1/3 mile), and neighborhood services at the Martis Valley Center (1/4 mile). It is also located near the major transit route on Brockway Road and less than 1/2 mile from the transit center in the Downtown area.

Based on these factors, the Master Plan will result in commercial and residential development that will generate less traffic and vehicle miles traveled than comparable development in more outlying areas, especially if any residential development is built without commercial services in close proximity. Mitigation Measures 2c, 2d, and 2f will ensure that accessible pedestrian paths are provided from each business and residence to public pedestrian paths within the Master Plan area and other reasonable measures to increase transit use and reduce vehicle miles traveled are incorporated into future development if there is not a Town climate action plan or similar policies and standards in effect. The project as designed and these mitigation measures will reduce greenhouse gas emissions to a less than significant level.

Although the Master Plan includes “green design” guidelines and topics to be considered in project design, the Master Plan does not include definitive policies or standards requiring building features to improve energy efficiency and reduce energy consumption. Mitigation Measures 2c, 2e, and 2f will require new buildings to improve energy efficiency above Title 24 building standards and to incorporate other reasonable measures to reduce greenhouse gas emissions from building construction and operation if there is not a Town climate action plan or similar policies and standards in effect.

Odors – The project will not generate odors that are not typical of mixed-use non-industrial developments. Additionally, the Development Code requires through Section 18.30.030, Air...
Emissions, that all odors, which create a nuisance shall be abated. Based on these facts, the project will not create objectionable odors affecting a substantial number of people.

**Mitigation Measures**

**Particulate Matter**

2a. A particulate matter emissions study meeting the requirements of the *Particulate Matter Air Quality Management Plan* shall be submitted with each discretionary project land use application in order to estimate the amount of emissions generated from vehicle tailpipes and re-entrained road dust. The study shall be prepared by traffic and air quality consultants, and the consultants shall be approved by the Town Planner prior to preparation of the study. The study shall estimate PM10 emissions that will be generated by vehicle tailpipe emissions and re-entrained road dust upon full build-out of development. The study shall be consistent with the emission calculation formulas utilized in the Particulate Matter Air Quality Management Plan and shall comply with all requirements of the Town Planner.

Prior to issuance of any temporary or final certificates of occupancy for the permit or prior to recordation of the final map, the applicant shall pay an air quality mitigation fee to the Air Quality Mitigation Fund to offset PM10 emissions from vehicle tailpipes and re-entrained road dust. The amount of the mitigation fee shall be $7,366 per ton of emissions generated by development authorized by the permit or allowed upon recordation of the final map or the fee established by Town Council resolution and in effect at the time of building permit issuance or final map recordation.

**Timing:** At the time of future project submittals  
**Responsible Agency:** Planning Division

2b. Prior to issuance of any temporary or final certificates of occupancy or prior to recordation of the final map, the applicant shall prohibit the use of woodstoves within the project site by placing a deed restriction on the title of the property or shall pay an air quality mitigation fee to the Air Quality Mitigation Fund to offset PM10 emissions from solid fuel burning appliances. The amount of the mitigation fee shall be $300 for each solid fuel burning appliance that will or may be installed or the fee established by Town Council resolution and in effect at the time of building permit issuance or final map recordation.

**Timing:** At the time of future project submittals  
**Responsible Agency:** Planning Division

**Greenhouse Gas Emissions**

2c. Pedestrian paths shall be provided from each residential building, commercial building, and common recreational and public facilities to a public pedestrian path within the project site. Single family residential units in JAR-Hilltop North and South parcels and multi-family residential units in Silverwood in LLC parcel may access the public pedestrian path from across the street. Pedestrian paths shall also be provided between each commercial building to ensure pedestrian access between businesses.
2d. Future development shall comply with the Town Climate Action Plan or similar policies and standards to reduce greenhouse gas emissions in effect at the time of approval of the project land use application. A project climate action plan or greenhouse gas emissions study meeting the requirements of the Town Climate Action Plan or similar policies and standards shall be submitted with each project land use application to analyze greenhouse gas impacts and identify greenhouse gas reduction measures to be incorporated into the project.

Timing: At the time of future project submittals
Responsible Agency: Planning Division

2e. If the Town Council has not adopted a Town Climate Action Plan or similar policies and standards to reduce greenhouse gas emissions at the time of approval of a project land use application, the project shall incorporate measures and modifications into all buildings, including single family residences and multi-family residences, to increase the energy efficiency of buildings by a minimum of 20% above and beyond Title 24 building standards in effect at the time of building construction.

Timing: At the time of future project submittals
Responsible Agency: Planning Division

2f. If the Town Council has not adopted a Town Climate Action Plan or similar policies and standards to reduce greenhouse gas emissions at the time of approval of a project land use application, the project shall incorporate all appropriate and feasible measures, as determined by the Planning Commission, listed in the Office of the California Attorney General Fact Sheet on Addressing Global Warming Impacts at the Local Agency Level dated March 8, 2008.

Timing: At the time of future project submittals
Responsible Agency: Planning Division

(Continued on Next Page)
3. BIOLOGICAL RESOURCES.

_Would the project:_

<table>
<thead>
<tr>
<th>Would the project</th>
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<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>X</td>
<td></td>
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<tr>
<td>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>X</td>
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</tr>
<tr>
<td>d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Environmental Setting** – Eco Synthesis of Truckee prepared the “Wetland Delineation and Biological Resources Study for Hilltop Master Plan site” in October 2003. The study’s purpose was to determine potential biological constraints involving wetlands, special status species and other wildlife resource constraints. In addition, North Fork Associates prepared a preliminary wetland determination (February 19, 2003) on behalf of Fitch and Company, owner of 8.5-acres along the easterly border of the within the Hilltop Master Plan. A wetland meadow of approximately .7 to .96-acre was found to exist along the easterly border of the master plan area, just north of the Fitch and Company holdings. The wetland area I subject to jurisdiction of the Army Corps of Engineers regulations. The study by Eco Synthesis indicates that over the years since wetland regulations have been in place (1972), fill material has been placed into the wetland.
With the exception of *Erigonum* and *Scutellaria*, there are no known special status plant species on site. These two plant species are both associated with the on-site wetland. The study did not identify any special status mammal species requiring protection or mitigation.

**Impact Discussion**

**Wetlands** – The extent of the wetland boundary in the project area is determined to be approximately one acre. The master plan land uses and related infrastructure have been designed to avoid the designated wetland. The Eco Synthesis analysis recommends the following measures to protect the wetland. These measures will be included as mitigation measures that will be applicable to relevant development projects that will implement the master plan. These measures will also protect any special status plant species associated with the wetland.

1. Remove the fill materials placed in the wetland meadow and require restoration.
2. “The meadow appears to be largely supported by groundwater which daylights near the toe of the slope, therefore it is hydrologically largely autonomous. However, a portion of the wetland is supported by runoff from the nearly flat topography to the north. The study recommends that there should be a provision for a narrow upland buffer zone to mitigate potential loss of watershed.
3. Runoff from impervious surfaces will be contained on site and treated in detention basins prior to discharge into the wetlands.
4. Sufficient snow storage areas outside of the wetland must be identified.

Additional mitigation measures will ensure that surface and groundwater flows will not be altered as to adversely affect the health, function, and values of the wetlands. With the incorporation of the mitigation measures into the master plan and future development proposals, any potential impacts on the wetland will be reduced to a less than significant level.

**Other Habitat and Special Status Species** – Conservation and Open Space (COS) Policy 3.1 states that sensitive wildlife habitat should be preserved. Additionally, COS Policy 1.4 further states that sensitive wildlife habitat should be protected from the destruction and intrusion by incompatible land uses, impacts must be identified through the development review process, and must be mitigated through such measures as project redesign to eliminate impacts, non-disturbance easements, and/or off-site habitat restoration. No threatened and/or endangered species considered significant under CEQA were either found on the project site. Furthermore, the site was not found to be suitable for any of the listed species found to occur in Nevada County. However, it is expected that tree removal will accompany development of the site. There are no General Plan policies or ordinances that regulate the protection of individual trees and/or clusters of trees. Lastly, there are no habitat conservation plans, natural community conservation plans, or local, regional, or State habitat conservation plans for the Truckee area, therefore mitigation measures for the removal of trees was not considered. However, due to the abundance of trees located on the site, there is a high probability of raptors and other migrating birds that utilize the site. Although no raptors or nests were observed during the site reconnaissance, the coniferous forest on the property is considered potential nesting and foraging habitat for common raptor species. Active raptor nest are protected by the California Fish and Game code Section 3503.5 and the federal Migratory Bird Treaty Act. Thus, if construction activities are expected to occur during the nesting season (April-September), the project may have a significant impact on the habitat and breeding of the raptor.
A Mitigation Measure is included to require raptor nest surveys prior to construction activities and to protect potential raptors during the breeding cycle. This mitigation measure will ensure that the habitat of the raptor is protected and the breeding cycle is not disturbed. Essentially, this mitigation will ensure that any young raptors have fledged if nests are found and the breeding cycle completed. This measure will in turn reduce the potential significant impacts associated with the raptor to a less than significant impact.

The project site is situated amongst a more urbanized and built-out portion of the community, where minimal wildlife exists. As such, it is determined that the master plan will not negatively impact wildlife habitat.

**Mitigation Measures**

3a. As part of the development of the approximate 3.2-acre Village Employee Parking Corp. parcel the fill materials previously placed in the wetland meadow shall be removed. The wetland shall be restored pursuant to the Corps of Engineers and/or Lahontan Regional Water Quality Control Board requirements or guidelines.

**Timing:** At the time of future project submittals

**Responsible Agency:** Planning Division

3b. The Master Plan shall include a 10-foot buffer zone along the north and west sides of the delineated wetland and a 25-foot buffer zone along the south side of the delineated wetland.

**Timing:** At time of common infrastructure plan submittal

**Responsible Agency:** Engineering Division

**Timing:** At time of future project submittals

**Responsible Agency:** Planning Division

3c. All runoff from impervious surfaces should be contained on site and treated in detention basins prior to discharge into the wetlands in accordance with Section 18.30.050(B) of the Development Code.

**Timing:** At time of future project submittals

**Responsible Agency:** Planning Division and Engineering Division

3d. Snow storage areas shall be located outside identified jurisdictional wetland area.

**Timing:** At time of future project submittals

**Responsible Agency:** Planning Division and Engineering Division

3e. Surface runoff into the delineated wetland shall not be increased above or decreased below pre-project levels unless the Planning Commission finds that the increase or decrease of runoff will not adversely affect the health, function, and values of the wetland.
3f. Prior to grading in areas upland of or adjacent to the delineated wetland, a geotechnical report and wetland impact report prepared by qualified individuals shall be submitted to the Town identifying groundwater levels in areas to be graded and analyzing the effects of grading on groundwater flows into the wetlands and any impacts on the delineated wetland. The Planning Commission shall find that grading will not adversely affect the health, function, and values of the wetland.

Timing: At time of future project submittals
Responsible Agency: Planning Division and Engineering Division

3g. If construction activities are expected to occur during the nesting season (April-September) within 100 feet of Jeffrey pine trees, a pre-construction raptor and owl survey shall be conducted by a qualified biologist to determine the activity status of any nests found on the project site. The Town Planner shall approve the selection of the qualified biologist. The survey shall be conducted no more than 30 days from the onset of construction. If active raptor nests are found, construction activities shall not occur within 100-feet of the nest(s) until the young have fledged. The biologist may evaluate the active raptor nests and proposed project activities and identify alternative mitigation measures that will reduce impacts on birds to a less than significant impact. If construction activities are proposed to occur during the non-breeding season (October – March), a survey is not required and no further studies shall be conducted.

Timing: At time of common infrastructure plan and future project submittals
Responsible Agency: Planning Division

4. CULTURAL RESOURCES.

Would the project:

<table>
<thead>
<tr>
<th>Would the project</th>
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<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5 of the CEQA Guidelines?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td></td>
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<td>X</td>
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<tr>
<td>d. Disturb any human remains, including those interred outside of formal cemeteries?</td>
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<td>X</td>
</tr>
</tbody>
</table>
Environmental Setting – A cultural resources evaluation report was completed by Peter M. Jensen, PhD of Chico, California, in October, 2003. Prior to fieldwork, the site file and records search was conducted by the North Central Information Center (NCIC) at California State University, Sacramento to identify previous projects that may have occurred within or adjacent to the project area, as well as any known heritage resources within or adjacent to the proposed development. The records search at the NCIC identified four isolated historic “isolates” and four historic sites within the master plan area. None of the sites are deemed to be significance based on CEQA criteria.

The fieldwork associated with the study consisted of a pedestrian survey of the master plan area, followed by completion of the site file search and literature review. General level coverage was performed a maximum of 25 meters apart and were oriented along non-systematic transects. Evidence of prehistoric presence was identified at six locations within the northern portion of the master plan area. All six observations consist of single-occurrence tabular site flakes or cores of basalt located along sections of bluff overlooking Brockway Road (4) or away from this feature in undeveloped terrain (2). All finds are considered “isolates” and by themselves not significant. An additional three “isolates” likely historic in age were also observed on the surface during the recent pedestrian survey. As is the case with the other “isolates” these finds are not considered significant.

As noted under Aesthetics, an historic building inventory was performed by Kautz Environmental Consultants, Inc. from Reno in March 1999. This study identified seven buildings on the Hilltop master plan site that met the National Register Criteria found in the Code of Federal Regulations. Each property must meet at least one of the four National Register of Historic Buildings (NRHP) Criteria by being associated with an important historic context and retaining historic integrity of those features necessary to convey it significance. This criteria was used in the Downtown Truckee Specific Plan and includes a tiered rating approach for evaluating historic resources. The study incorporated three specific rating criteria that includes (1) NRHP Eligible (individually) and contributory to potential National Registry District, Category A; (2) Not NRHP Eligible (individually) but contributory to potential National Registry District, Category B; (3) Not NRHP Eligible (individually) and not contributory to potential National Registry District, but of local significance, Category C; and no historic significance, Category D. Of the 13 buildings evaluated, one is Category A, six are Category B, five are Category C, and four are Category D.

The Master Plan includes an Historic Resources Chapter that establishes preservation program how on each historic building is addressed. As noted in Chapter 5, two buildings will be removed and the rest will remain in place or be relocated.

Impact Discussion – The Kautz survey resulted in the identification of 13 isolated cultural resources sites. Based on the findings of the reporting archaeologist, none of the sites were deemed to have significant archaeological value.

As a result of the survey, no mitigation measures or need for protection is required to protect archaeological sites within the master plan area.

All but two of the buildings are set aside for preservation and restoration in accordance with Town historic preservation standards and guidelines. Individual development projects will require design review pursuant to Chapter 18 of the Town Development Code. Each project involving historic buildings will be required to comply with the Downtown historic preservation
standards and the Historic Design Guidelines. Of the two buildings to be removed, one building is a Category D resource, therefore there will be no significant impact associated with its removal.

The other building, Resource THRI-211 known as the Valerie Building, is a Category B resource and is historically significant. The removal and demolition of this building is significant. However, the Town Council certified a Final Environmental Impact Report for the 2003 Historic Preservation Program. In their action to certify the Final EIR, the Council adopted findings stating the Historic Preservation Program may allow for the demolition and removal of historic resources and the demolition of these resources will be significant. Further, the Council found these impacts were substantial and unavoidable because there are no feasible mitigation measures to reduce this impact to a less than significant level and economic, legal, social, technological, and other considerations as set forth in the finding outweigh this significant impact. Also, the mitigation measure included in the certified Final EIR for demolition of historic structures has been incorporated into this Initial Study as Mitigation Measure 4b. Based on these facts, this Initial Study does not need to address further the impacts associated with the demolition of Resource THRI-211. This discussion is tiered from the Final Environmental Impact Report certified by the Town Council for the Historic Preservation Program on June 19, 2003. The Final EIR and its availability are referenced at the end of the Initial Study.

Although the hill previously used for ski and other winter recreational activities was not identified in the Kautz survey, the master plan has been redesigned to avoid placing buildings, driveways and parking areas within the ski run including the bottom of the run. The master plan preserves the ski hill as an open space area, and as such, the master plan and future development will not significantly impact the ski hill or any historic significance associated with the ski hill.

To the extent that the pedestrian survey overlooked archaeological resources or was unable to recognize them due to their depth, it is possible that future construction may impact such resources. To ensure that discovered cultural resources are not impacted by project construction, mitigation is proposed to protect discovered resources until their significance can be determined and appropriate mitigation is implemented.

Mitigation Measures

4a. If artifacts, paleontological or cultural, or unusual amounts of stone, bone, or shells are uncovered during construction activity, all construction activities shall cease within a 200-foot radius of the find. The Town planner shall be notified of the find, and an archaeologist shall investigate the find and determine the extent and location of the discovered materials. The archaeologist shall amend the cultural resources evaluation conducted on the site to determine the significance of the discovered materials and to identify mitigation measures to eliminate or reduce any significant effects to a less than significant level in accordance with the CEQA Guidelines. The Town Planner shall require the mitigation measures to be incorporated into the project and to be implemented prior to recommencement of construction activity. Construction shall not recommence until authorized by the Town Planner.

Timing: At time of future project submittals
Responsible Agency: Planning Division
4b. Prior to the demolition or removal of the Resource THRI-211, the structure shall be documented in accordance with Historic American Buildings Survey / Historic American Engineering Record (HABS/HAER) standards.

**Timing:** At time of future project submittals  
**Responsible Agency:** Planning Division

4c. Concurrent with the land use development application for the first development project within the Hilltop master Plan area, a comprehensive historic interpretation program shall be prepared and submitted to the Town. The historic interpretation program shall identify and describe how historic characters, events, and themes that were significant to the Hilltop area will be exhibited upon development of the Hilltop Master Plan parcels. The program shall include an implementation schedule, construction standards, information guidelines, and design guidelines for the exhibits, and an owners agreement on who will be responsible for installing the exhibits and the associated costs.

**Timing:** At time of future project submittals  
**Responsible Agency:** Planning Division

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### 5. GEOLOGY AND SOILS.

**Would the project:**

<table>
<thead>
<tr>
<th>Would the project:</th>
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</thead>
<tbody>
<tr>
<td>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
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</tr>
<tr>
<td>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>ii. Strong seismic ground shaking?</td>
<td>X</td>
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<tr>
<td>iii. Seismic-related ground failure, including liquefaction?</td>
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<td>X</td>
<td></td>
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</tr>
<tr>
<td>iv. Landslides?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Result in substantial soil erosion or the loss of topsoil?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td></td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td></td>
<td></td>
<td>X</td>
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</tbody>
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5. GEOLOGY AND SOILS.

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</thead>
<tbody>
<tr>
<td>e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Environmental Setting – A preliminary geotechnical engineering report, dated January 15, 2004, was prepared by licensed civil engineers Gregory Porter and John Hudson of Holdredge & Kull. A supplemental study was prepared on August 30, 2006, in response to the current Master Plan. The study indicates that the project site is located on gentle to moderate slopes with surface elevations that range from approximately 5,814 feet in the northern portion of the project site to approximately 6,300 at a rock outcropping near the southwest corner of the site. Site grades vary significantly across the site, from steep slopes in the south to gentle slopes and relatively flat grades on the northern portion of the site. There are no mapped faults or other evidence to indicate a fault on the site in the surrounding area. The nearest faults are located several miles away near Prosser Reservoir and another unnamed fault approximately 13 miles from the project site near Soda Springs. There is also no evidence of unstable soils, landslides, or subsidence on the site resulting from unstable geologic units or soils or from grading that occurred from the existing land uses. There are some shallow soil areas that if disturbed could cause erosions. In addition, the northeast area of the site contain graded pads with non-compacted fill areas that have been identified as needing to be removed if future buildings or other improvements will be sited in these locations. There are also small areas across the site that contain fill.

Impact Discussion – The geotechnical engineering report evaluated an earlier preliminary grading plan prepared by SCO Planning & Engineering of Grass Valley. Both the Master Plan and preliminary grading plan have since been revised in response to the January 2004, geotechnical evaluation. Huldrege and Kull has prepared an updated analysis (August 30, 2006) of the cut and fill slopes associated with construction of the primary road. The proposed primary road access will traverse the northern portion of the property on relatively gentle slopes and grades. Maximum cut and fill depths will be less than five feet in most areas, with some limited areas approximating ten feet. As the road leaves the higher-density residential areas it will navigate around the natural contours of the site until it reaches a bench where single-family homes will be developed. The road will leave the site and connect to Palisades Drive to the east. The Master Plan has been revised to eliminate development on proposed on the steeper, more-rocky slopes to the south. These areas will be set aside as permanent open space.

The preliminary grading plan proposes cuts and fill up to ten feet high integrated with rock retaining walls up to approximately five feet in the commercial retail area in the northern portion of the site. The grading plan also includes cantilevered and restrained retaining walls up to 12 feet, which may be incorporated into the proposed commercial structures.
A cross section of the higher density multiple-family housing in the central portion of the property indicated cut and fill slopes approximating 10 feet. These cuts/fills will incorporate retaining walls.

Individual specific projects will be subject to meeting the Town of Truckee’s improvement standards and those of the Lahontan Regional Water Quality Control Board (LRWQCB) Truckee River Hydrologic Unit Guidelines for Erosion Control and Best Management Practices and State of California Best Management Practices Handbook. Erosion control and slope stabilization details will be part of the grading and improvement plans for the project, incorporating vegetative treatments complementary to the existing natural landscape and consistent with the Town Engineer’s requirements and those established by LRWQCB.

The geotechnical engineering report provided typical site grading recommendations that would be applicable to the projects within the Master Plan. These recommendations were based on the Master Plan concept plan, their field observations, the results of the laboratory tests, engineering analysis and their experience in the area. These recommendations address grading, site clearing and grubbing, preparation for fill placement, fill placement, cut/fill slope grading, erosion control, underground utility trenches, construction dewatering, surface water drainage, plan review and construction monitoring; and structural improvement design criteria, including foundations, seismic design criteria, slab-on-grade floor systems, retaining wall design criteria, pavement design and infiltration basins/chambers. The report concludes that there would be no potential significant impacts if on-site construction were done in accordance with the recommendations of the geotechnical engineering report.

The report recommends incorporating both temporary and permanent erosion control measures in order to stabilize disturbed soils and to mitigate the potential impact upon water quality during construction activity and to ensure the long-term protection of water quality and erosion control. This requirement is further supported by General Plan Conservation and Open Space Element Policy 7.2, requiring discretionary projects to minimize erosion and sedimentation. Furthermore the temporary and permanent erosion control measures will be required pursuant to Section 18.30.050, Drainage and Storm water Runoff of the Development Code. Erosion control details consistent with State Regional Water Quality Control Board’s (RWQCB) Project Guidelines for Erosion Control in the Truckee River Hydrologic Unit will be required to be detailed within the required drainage and grading plan. This impact is significant and the mitigation measures within the Hydrology and Water Quality section of this Initial Study will address this significant impact to a less than significant level. All aforementioned factors will reduce soil erosion impacts from wind and water to a less-than-significant level.

**Mitigation Measures**

5.a All future improvement plans and building permits shall adhere to the geotechnical and engineering recommendations contained in the Holdrege and Kull geotechnical engineering report dated January 15, 2004, and as updated in their August 30, 2006, supplemental report. The Town Engineer may require that supplemental more detailed geotechnical reports be prepared for improvement plans and building permits.
Timing: At the time of common infrastructure improvement plan and to future project submittals

Responsible Agency: Planning Division and Town Engineer

### 6. HAZARDS AND HAZARDOUS MATERIALS.

**Would the project:**

<table>
<thead>
<tr>
<th>Would the project</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e. For a project located within the Truckee-Tahoe Airport Land Use Plan, result in a safety hazard for people residing or working in the project area?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Environmental Setting** – The project site is not listed as a hazardous materials site. However, the site is located outside of the safety and noise impact area established by the Truckee-Tahoe Airport Land Use Compatibility Plan.

**Impact Discussion** – The project will not result in the use, storage, or disposal of hazardous materials other than those typically associated with commercial uses, multi-family dwellings and single-family residences. The Nevada County Department of Environmental Health is not aware of any hazardous materials or wastes stored or disposed on the site and do not believe the project will result in any significant adverse impacts with regard to hazardous materials or wastes. If any potential hazardous materials or contaminated soils are discovered, the
materials or soils will be required to be investigated, tested, and cleaned up in accordance with Regional Water Quality Control Board and Nevada County Department of Environmental Health requirements.

The master plan area is located in Safety Zone D of the Truckee-Tahoe Airport Land Use Compatibility Plan. The master plan maximum allowed densities for residential and commercial uses are consistent with the high density residential and maximum density/intensity provisions of the Airport Land Use Compatibility Plan. Individual development projects must also be consistent with the Airport Land Use Compatibility Plan. Based on the master plan’s consistency with the Airport Land Use Compatibility Plan, the master plan will not result in a significant aircraft safety hazard for people residing or working in the master plan area.

Individual projects will be required to be reviewed by the Truckee Fire Protection District for compliance with their requirements for fuel clearance, materials, infrastructure, emergency access and evacuation. The project design will not significantly impair emergency access to and evacuation from the site and surrounding areas, as there are two routes designed to provide both project level and emergency access. Fuel clearance around structures and along driveways is required by Truckee Fire Protection District ordinances and regulations. These standards will be applied at time of land use development application approval. In addition, Truckee Fire Protection District ordinances and regulations will require fuel clearance around structures, fire retardant construction materials, sufficient water, fire hydrant, and sprinkler improvements. Those ordinances and regulations will ensure that people and structures of the project and the surrounding area will not be exposed to significant risks involving wildland fires.

**Mitigation Measures** – No Mitigation Measures Required

*(Continued on Next Page)*
7. HYDROLOGY AND WATER QUALITY.

Would the project:  

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>Violate any water quality standards or waste discharge requirements?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b.</td>
<td>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned use for which permits have been granted)?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c.</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d.</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e.</td>
<td>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f.</td>
<td>Otherwise substantially degrade water quality?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>g.</td>
<td>Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Floor Insurance Rate Map or other flood hazard delineation map?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>h.</td>
<td>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>i.</td>
<td>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>j.</td>
<td>Inundation by seiche or mudflow?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Environmental Setting – The project site is subject to the Lahontan Regional Water Quality Control Board (LRWQCB) water quality regulations for the Truckee River Hydrologic Unit. Because the project will disturb over five acres, the project will be subject to regulation under the Clean Water Act and a National Pollution Discharge Elimination System (NPDES) Construction General Permit.

Existing drainage conditions are assumed to be primarily sheet flow toward the Truckee River to the north. Localized drainage is conveyed towards the wetland area on the east side of the
project area. There are no FEMA mapped 100-year flood hazard areas on the site (Panel Number 060210 508B).

**Impact Discussion** – Runoff generated from the project roadways and the majority of private driveways will be required to be captured and conveyed by a comprehensive system of curbing, culverts, drop inlets, discharge aprons, sand/oil separators and infiltration basins to ensure that no-net runoff will occur. Appropriate infiltration basins will be required to provide on-site treatment of project, generated runoff. Infiltration basins must be designed to exceed the 20-year, 1-hour storm event capacity and to treat runoff prior to introduction with ground or neighboring surface waters.

While groundwater was not encountered or observed by the geotechnical engineering report, seasonal saturation of near-surface soil should be anticipated across a majority of the site.

Surface runoff from the site will increase substantially upon completion of the project as a result of a decrease in surface absorption rates from the project’s impervious surfaces. Such runoff may be contaminated with soil and other earthen materials and urban runoff from vehicles and structures, which may further degrade water quality of surface waters in the area. The project must comply with the Town’s drainage/storm water runoff regulations as specified in Section 18.30.50 of the Development Code and incorporation of other storm water runoff treatment and erosion control measures consistent with the RWQCB’s guidelines. In addition, the project must comply with the water quality and waste discharge requirements of the RWQCB and the NPDES Permit. Because the RWQCB water quality standards are quantitative, qualitative, and performance requirements adopted for the purpose of environmental protection, conformance with these water quality standards will reduce water quality impacts to a less than significant level and ensure that the project will not generate substantial additional sources of polluted runoff.

Common road and utility improvement plans and Individual project drainage along with related grading improvements will be required to be detailed on a comprehensive drainage and grading plan to be reviewed and approved by the Town Planner, Town Engineer, and the Lahontan RWCQB prior to disturbance of the site. The various drainage and grading plans will be required to address changes in drainage patterns which may impact the site, adjacent properties and demonstrate no net increase in off-site runoff consistent with the Town’s General Plan policies. Project developers will also be required to obtain the appropriate permits or waiver from the LRWCQB prior to issuance of a building/grading permit.

The study prepared by Holdrege & Kull concluded that soils conditions encountered in the subsurface exploration generally consisted of medium dense to dense, silty, sand with gravel. The study states that excavations, which extend below the site groundwater level will likely need to be dewatered for construction, however, the study does not indicate where ground water will be discharged. The issue of dewatering is of importance due to the potentially significant impact the dewatering may have on the wetland located on the eastern portion of the master plan area.

Drainage improvements within the project must comply with drainage/storm water runoff regulation of the Truckee Development Code including temporary and permanent erosion control measures and retention/treatment facilities. Based on these factors and the aforementioned mitigation measures, the project will not result in substantial erosion or siltation either on-site or off-site.
Lastly, the project will not directly withdraw waters from the groundwater supply. Construction grading will not be located near any springs or high groundwater and will be of insufficient depth to interfere with groundwater.

**Mitigation Measures**

The following mitigation measures shall be applied to individual development projects and to the common road and utility improvement plans:

7a. A comprehensive grading and drainage study shall be prepared by a licensed engineer for the common infrastructure improvement plans in accordance with the requirements of the Town Engineer. The study shall include the following features:

1. Analyze the existing and projected storm water runoff from the project site to Town facilities along Brockway Road and Palisades Drive to determine if the existing drainage facilities have sufficient capacity to accommodate the increased storm water runoff from the project site. If the drainage facilities do not have sufficient capacity, the drainage study shall identify drainage improvements (both on and off site) to decrease the amount of storm water runoff from the site and/or increase the capacity of the Town drainage facilities to accommodate the project's storm water runoff. The study shall conclude that the project's storm water runoff will not result in flooding impacts within Brockway Road and Palisades Drive.


3. A dewatering plan. The plan shall specify how all dewatered ground water will be discharged. If the plan indicates that the dewatering will drain into the wetland and jurisdictional waters, then the developer shall secure the appropriate permits and/or approvals from Lahontan RWQCB, the Army Corps of Engineers, and the Department of Fish and Game.

**Timing:** As time of common infrastructure improvement plan and future project submittal

**Responsible Agency:** Planning Division and Town Engineer

*(Continued on Next Page)*
8. LAND USE, PLANNING, POPULATION, AND HOUSING.  

Would the project:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Conflict with the Truckee General Plan, Downtown Specific Plan and/or Development Code or any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Physically divide an established community?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Environmental Setting

General Plan and Zoning Consistency

The project area includes two General Plan land use designations. The northerly 33.26-acres are designated DSA (Downtown Specific Plan) and the southerly 24.03 acres are designated the RC-5 (Residential Cluster, 1 du/5 acre density).

The project site falls within two zoning districts. The northerly 33.26-acres are zoned DMP (Downtown Master Plan). Prior to any on-site development this zoning district requires a master plan. The southerly 24.03 acres are zoned RR-0.2 (Rural Residential with a one dwelling unit per five acre density). Zoning Districts and General Plan land use designations for surrounding properties are as follows:

The site is currently developed with approximately 25 buildings. As noted in the Cultural Resources section, 17 of these building have varying degrees of historical importance. Many of the buildings are used for commercial purposes. Four are used for single-family residences and there are a total of 30 apartment units on site.
### ZONING

<table>
<thead>
<tr>
<th>DIRECTION</th>
<th>GENERAL PLAN</th>
<th>BASE</th>
<th>OVERLAY</th>
<th>LAND USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>DSA</td>
<td>DMP/CG</td>
<td>HP</td>
<td>Mixed Residential and Commercial</td>
</tr>
<tr>
<td>SOUTH</td>
<td>RES 1-2 DU/ACRE</td>
<td>RS-X and PF</td>
<td>--</td>
<td>Single Family Residential</td>
</tr>
<tr>
<td>EAST</td>
<td>C and RH</td>
<td>CG, RM-10</td>
<td>--</td>
<td>Multi-Family and Single Family Residential; Unoccupied Commercial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RM-15; R-X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEST</td>
<td>DSA, RC-5</td>
<td>DRS-4, PF</td>
<td>--</td>
<td>Residential and Public / Open Space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RR-0.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Impact Discussion** – The master plan fulfills the requirement of the Downtown Specific Plan and by extension is consistent with the land use density policies and criteria of the General Plan. The Hilltop Master Plan has been the subject of multiple public workshops with the Planning Commission and Town Council. It is noted that the DTSP land uses were established as a guideline for development of the Hilltop Master Plan. As evidenced from the traffic study and biological evaluation, a number of constraints have been identified that preclude a strict attainment of the DTSP guidelines. It is also noted that the Town’s goal of attracting a greater number of lodging units may occur through other zoned commercial lands in the DC and DMU zoning districts.

Overall, the goal of the form based zoning approach is to instill flexibility for the landowners to adjust to changing market demands while providing the Town with assurances that the Master Plan will accomplish a wide range of mixed uses. The Master Plan will also establish site development standards that are more restrictive than the Truckee Development Code. These standards include, but are not limited to designated building envelopes and building height limits, architectural building and streetscape standards. Together the planned mixed uses and site development standards contained in the Master Plan will create a neighborhood village character through form based building and zoning standards that will complement the historic downtown. In addition, the plan will respect the historic building analysis provide in the Truckee Historic Resources Inventory by including preservation requirements for buildings that have historic value to the Town.

In order for the southerly 24 acres to develop the 18 single family dwellings in the RR-0.5 zone (maximum of two dwelling units), a transfer of density from the DMP zone is included. The Truckee General Plan includes the ability for a transfer of development credits. The Hilltop Master Plan has incorporated a limited transfer of development credits for this southerly parcel as it has been planned together with the balance of the DMP lands.

The project is consistent with the policies and Land Use Diagrams of the General Plan and Downtown Specific Plan. The Master Plan will not induce growth that was otherwise not envisioned for the project site. The project complies with all development standards applicable to the DMP and RR-0.2 zoning districts as further refined and restricted through the Hilltop
Master Plan. Furthermore, the Master Plan has included those provisions of the 2000 Truckee Development Code intended to protect the environment.

All future development projects will be required to undergo Design Review pursuant to Chapter 18 of the Truckee Development Code to assure that the specific provisions of the Development Code and this Master Plan may be applied. In addition, tentative subdivision maps will also be required to comply with the Master Plan for the development of the single-family, townhome and condominium units.

The Master Plan will not negatively impact or be incompatible with the surrounding residential and commercial land uses. It is noted that the Master Plan provides appropriate buffers to adjoining properties to the south, east and west. With the requirement of Design Review the Town and surrounding neighborhoods can be assured that development will be in conformance with the adopted Master Plan and other applicable town development requirements. Additionally, land use compatibility impacts on the adjacent properties are discussed in further detail in Sections 1 (Aesthetics), 10 (noise), and 13 (transportation/traffic). These sections conclude the Master Plan will not have significant impacts on adjacent uses. Based on the preceding analysis and this Initial Study, the Master Plan project will be compatible with existing and planned land uses in the vicinity.

**Mitigation Measures** – No Mitigation Measures Required

<table>
<thead>
<tr>
<th>9. MINERAL RESOURCES.</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Environmental Setting** – The site is not identified as an area of significant mineral resources by the State or the Town, and there is no evidence of previous aggregate mining on the site.

**Impact Discussion** – The Holdredge and Kull Geotechnical Engineering Report did not reveal any significant mineral resources. Because of this factor and the area not being designated as a significant mineral resources area, conversion of the site to a mixed-use, land use, pattern through the Master Plan will not result in the loss of significant mineral resources.

**Mitigation Measures** - No mitigation measures required
10. NOISE.

Would the project result in:

<table>
<thead>
<tr>
<th>Potential Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Exposure of persons to or generation of noise levels in excess of standards established in the Truckee General Plan or Development Code, or applicable standards of other agencies?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e. For a project located within the Truckee-Tahoe Airport Land Use Plan, expose people residing or working in the project area to excessive noise levels?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Environmental Setting

An ambient noise study has not been conducted for the project site. However, Table 6.1 (Standards for Land Use Compatibility with Noise) of the General Plan’s Noise Element has established compatible exterior noise levels for various land use types. The following table includes the Town’s noise compatibility standards:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Normal Acceptable</th>
<th>Conditionally Acceptable</th>
<th>Normally Unacceptable</th>
<th>Clearly Acceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Up to 60</td>
<td>60-65</td>
<td>65-75</td>
<td>Above 75</td>
</tr>
<tr>
<td>Office</td>
<td>Up to 70</td>
<td>70-75</td>
<td>--</td>
<td>Above 75</td>
</tr>
<tr>
<td>Hotel, Commercial</td>
<td>Up to 70</td>
<td>70-75</td>
<td>--</td>
<td>Above 75</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td>Up to 65</td>
<td>65-75</td>
<td>--</td>
<td>Above 75</td>
</tr>
<tr>
<td>Other Recreation</td>
<td>Up to 70</td>
<td>70-75</td>
<td>75-80</td>
<td>Above 85</td>
</tr>
</tbody>
</table>

According to the Truckee Tahoe Airport Land Use Compatibility Plan, the project lies outside of the future 55 CNEL noise contour. The 55 CNEL contour of the Airport will not expose people residing or working in the project area to excessive noise levels.

Impact Discussion – The major noise sources within the Town are related to transportation. The transportation related noise sources that could affect the site include vehicular traffic, tains
and airplanes. The closest road noise source is Brockway Road. Table 1, Noise Projections, of Volume II of the General Plan states that noise levels within 100 feet of Brockway Road has a 68.5 dBA CNEL noise contour level. The closest building envelopes will be setback approximately 30 feet from Brockway Road. With the exception of a mixed-use residential dwelling requirement within these three closest building envelopes, all uses will be commercial in nature. Any such residential uses would not be accompanied with an outdoor area except for a possible deck or porch. Section 18.44.050 of the Truckee Development Code establish that the interior noise standards of California Code of Regulations Title 24, Part 2 will require that these building be constructed to achieve an interior noise level of 45 CNEL if the exterior ambient noise level exceeds 60 dB(A) CNEL. Another mitigating factor is that these building envelopes are located at the brow of a relatively steep earthen slope. As such, the slope would absorb much of the roadway noise. Furthermore, Table 1 references traffic volumes from those trips generated from Brockway Road (Old SR 267 South), which was recently converted to a local arterial collector road, the noise levels may be slightly reduced, which further supports that roadway noise will not negatively affect the project.

According to Downtown Specific Plan EIR, Downtown Truckee is noisier than most downtowns because of regular freight and passenger train activity that occurs in the heart of the downtown at all hours of the day and night. The noise of a freight train at a distance of 50 feet can be more than 80 decibels (dBA). Except for limited mixed use residential dwellings within the DMU zoned lands, the closest planned residential use within the Master Plan area is approximately 1,200 feet from the rail line. These planned residential uses are all multiple family units and as noted above, Section 18.44.050 of the Truckee Development Code establish that the interior noise standards will require that these building and those within the DMU zone be constructed to achieve an interior noise level of 45 CNEL if the exterior ambient noise level exceeds 60 dB(A) CNEL. The closest single-family dwellings to the rail line would be in excess of 1,400 feet away. Avoiding train noise is virtually impossible within the downtown core are of Truckee. In addition to distance, the Master Plan also takes advantage of topographic to minimize train and road noise from unnecessarily impacting residential uses. It is also noted that the Department of Real Estate Public Report will require the disclosure of train, road and airplane noise to the extent that these sources will be impacting to future residential uses. The Downtown Specific Plan EIR goes on to further state that train activity is often perceived as a benefit to the historical atmosphere of the Town. The speed of trains through the downtown is generally slow and therefore not as loud as it otherwise might be.

The information provided by the Tahoe Truckee Airport Land Use Compatibility Plan indicates the Master Plan is located outside of the 55 CNEL dBA noise contour. Therefore, it is not anticipated that airport noise will negatively impact the uses within the Master Plan.

The project will generate noise typical of a mix of single-family and multi-family residential uses and a variety of commercial uses. Due to the Master Plan proximity to the downtown, which is the hub of Truckee, any noise levels generated by land uses in the southern more intensively planned areas will blend into the ambient noise levels of the Town. The Master Plan also provides adequate special and topographic separation from the adjoining residential uses to the south and east. The project should not result in a substantial permanent or periodic increase in ambient noise levels in the vicinity.

Infrastructure and building construction noise associated with the Master Plan may result in substantial temporary noise that may significantly impact surrounding residences and uses
during early morning and weekend hours; these temporary noise impacts may be significant. While these noise impacts may be significant, it is also noted that Truckee and the surrounding area has been undergoing a major construction boom. All areas of the central part of town and beyond are a variety or construction related noise. Cumulatively, development of the Master Plan will directly contribute and/or extend construction related noise in the area.

It is also noted that the noise standards of the Development Code pursuant to Chapter 18.44 apply to all exterior activities that generate noise.

**Mitigation Measures**

10a. Hours of operation of construction activities related to development of the infrastructure and buildings shall be limited from 7 a.m. to 7 p.m. or dusk, whichever occurs first, Monday through Saturday. No construction shall be permitted on Sundays and Federal holidays. Interior construction activities may occur after these hours if such activities will not result in exterior noise audible at property lines. Improvements, grading, and building plans shall note these limited hours of construction.

**Timing:** Conditions to be attached to future project submittals

**Responsible Agency:** Planning Division

<table>
<thead>
<tr>
<th>11. PUBLIC SERVICES.</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>i. Fire protection?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>ii. Police protection?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>iii. Schools?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>iv. Other public facilities?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Environmental Setting** - The Truckee Fire Protection District, the Town of Truckee Police Department and the Tahoe Truckee Unified School District provides public services to the Master Plan area.

**Impact Discussion** – All of these agencies will review, comment and provide their recommendations when specific projects are submitted for Design Review approvals with the Town of Truckee. The Environmental Impact Report of the Downtown Specific Plan referenced the Truckee Fire Protection District’s plans to construct a new fire station on Truckee Airport Road north of Highway 267. This fire station has been constructed. As a result, emergency response services have improved dramatically on the south side of the railroad tracks. Truckee
Fire Protection District will impose specific improvements for fire flow, installation of fire hydrants and emergency access when they review the improvement plans for the common infrastructure as well as with individual building projects.

The Town of Truckee Police Department can also serve the project and its residents with existing facilities, equipment, staffing. New or altered police facilities are not expected to be necessary.

The Master Plan may generate additional students for the school system, creating an additional demand for school facilities. Individual projects will be required to pay school impact fees to offset this additional demand at the time of building permits. It is not expected that the Tahoe Truckee Unified School District will have to construct new facilities to serve this project. The District facilities plan provides for a schedule and funding source for new or expanding school facilities to serve new students generated from development.

The cumulative impact on the Town’s maintained road system will be less than significant through payment of a road mitigation fee and roadway improvements as discussed in the Transportation/Traffic discussion contained within this Initial Study.

**Mitigation Measures - No Mitigation Measure Required**

<table>
<thead>
<tr>
<th>12. RECREATION.</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Environmental Setting** – Recreational services are provided by the Truckee Donner Recreation and Park’s District. The Downtown Specific Plan EIR concluded that most District facilities are at capacity or are experiencing overcrowding.

**Impact Discussion** – The Master Plan will generate additional recreational users, creating an additional demand for recreational facilities. However, individual projects within the Master Plan will be required to pay recreational facilities impact fees to offset the additional demand. The District uses these funds to construct specific facilities to serve the needs of the community. Recreational facilities to serve additional users from the project and future development will be accommodated under the District’s facilities plan. The Master Plan includes a variety of recreational amenities. Bike and pedestrian lanes are provided for recreational use and as an alternative means of transportation. Specifically, the Master Plan requires a Class I bike lane along the primary access road that will create a loop connection from Brockway Road to Palisades Drive. In addition, the Legacy Trail will be extended along the northerly project boundary. Finally, a new .4-acre ski park will be developed as a common amenity that will be
available to the public. This park will provide public use and access to the Hilltop Ski Hill, which will have been preserved and recreated as part of this Master Plan.

**Mitigation Measures** - No Mitigation Measures Required

<table>
<thead>
<tr>
<th>13. TRANSPORTATION / TRAFFIC.</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Exceed, either individually or cumulatively, a level of service standard established by the Truckee General Plan, Development Code, and/or Public Improvement and Engineering Standards?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Result in inadequate emergency access?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Result in inadequate parking capacity?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Environmental Setting** – The 57.29-acre Master Plan site is located in the southwest quadrant of Brockway Road and Palisades Drive. Old Brockway Road, a substandard road, currently accesses the Master Plan project site. Old Brockway Road intersects Brockway Road (formerly State Highway 267) approximately 800 feet west of Palisades Drive. Pine Cone Road provides access to the easterly boundary of the Master Plan and provides a connection to Palisades Drive. Further to the south (approximately 920 feet), Palisades Drive connects with Ponderosa Drive at the easterly border of the Master Plan site.

As discussed in the project description, the Master Plan will include three different access points including one primary access and two secondary access points. The existing Old Brockway Road will be removed and replaced with a roundabout connection to Brockway Road at the easterly Master Plan boundary, approximately 550 feet west of Palisades Drive. A second access point will connect to existing Pine Cone Road and a third access is proposed to connect to Palisades Drive north of its intersection with Ponderosa Drive.

Three traffic studies were prepared by LSC Transportation Consultants, Inc. The three traffic studies were prepared in response to various master plan revisions. The first study was
prepared in October 2003, an updated second report was prepared in November 2004 and a final report was prepared in October 2007. In addition, LSC Transportation Consultants prepared additional information on March 18, 2008 in response to public comments on assignment of traffic trips, project traffic on local roads, and accident records.

The traffic study evaluated trip generation, trip distribution, level of service (LOS), safety and improvement recommendations. The study analyzed both existing plus project conditions without any surrounding development, as well as 2025 cumulative traffic impacts with the project and anticipated surrounding development at four intersections (Old Brockway Road, Palisades Drive, Pine Cone Drive and Ponderosa Drive). Due to significant LOS effects associated with the use of the existing Old Brockway Road intersection, the preliminary traffic studies included four alternatives to provide an adequate and safe primary access. After reviewing the four alternatives, LSC Transportation Consultants and the Town Engineer recommended a new primary access, including the installation of a roundabout, approximately 250 feet to the east of Old Brockway Road on Brockway Road.

Impact Discussion

Thresholds of Significance

The General Plan Circulation Element establishes acceptable levels of service for road segments and intersections for the PM peak hour consistent with the General Plan traffic model. Generally, the acceptable level of service for roads and intersections in the Downtown Study Area is E or better and for roads and intersections outside the DSA is D or better. Also, the acceptable level of service for individual turning movements and roundabout approaches for all intersections is F with a cumulative vehicle delay of less than four hours. The acceptable levels of service at the four analyzed intersections are:

<table>
<thead>
<tr>
<th>Intersection / Approach</th>
<th>Intersection LOS</th>
<th>Individual Turning Movement / Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brockway Road / Main Access Road</td>
<td>E</td>
<td>F &lt; 4 hrs delay</td>
</tr>
<tr>
<td>Brockway Road / Palisades Drive</td>
<td>D</td>
<td>F &lt; 4 hrs delay</td>
</tr>
<tr>
<td>Palisades Drive / Pine Cone Road</td>
<td>D</td>
<td>F &lt; 4 hrs delay</td>
</tr>
<tr>
<td>Palisades Drive / Ponderosa Drive</td>
<td>D</td>
<td>F &lt; 4 hrs delay</td>
</tr>
</tbody>
</table>

Although the Town has not adopted thresholds of significance or standards for acceptable vehicle queuing lengths, this project will have a significant traffic impact if the length of vehicle queues for the 95th percentile queue length extends into an adjacent intersection or blocks the southern driveway into the Martis Valley commercial center. The approximate acceptable queue lengths for the two main intersections are:

<table>
<thead>
<tr>
<th>Intersection / Approach</th>
<th>Queue Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brockway Road / Main Access Road</td>
<td>880’</td>
</tr>
<tr>
<td>Eastbound Approach</td>
<td>550’</td>
</tr>
<tr>
<td>Westbound Approach</td>
<td>N/A</td>
</tr>
<tr>
<td>Northbound Approach</td>
<td>880’</td>
</tr>
</tbody>
</table>
In regards to traffic hazards or safety, the project will have a significant impact if it creates or increases substantial hazards due to a design feature (e.g., sharp curves or dangerous intersections) or substantially increases traffic volumes on roads and intersections with existing hazard.

Impacts

The project upon buildout will generate approximately 4,900 average daily trips and 453 PM peak hour trips. Over 90% of these trips will travel on Brockway Road with less than 10% of the trips utilizing Palisades Drive. Please refer to Section 3 (Proposed Conditions) of the traffic impact analysis for more information on trip generation and distribution.

The project will not significantly impact existing traffic levels of service; the four analyzed intersections will have levels of service of C or better at 2007 + Project traffic volumes. In addition, the project will not contribute to significant 2025 cumulative traffic impacts to the Brockway Road/Palisades Drive, Palisades Drive/Pine Cone Road, and Palisades Drive/Ponderosa Drive intersections; these intersections will have levels of service of D or better at 2025 + Project traffic volumes. However, the intersection of Brockway Road and the main access road will have a failing level of service (LOS F) at 2025 + Project traffic volumes; this impact is considered a significant cumulative impact.

Mitigation Measure 13a will require improvements to the Brockway Road roundabout to increase capacity and improve level of service. The mitigation measure will ensure that such improvements can be constructed in the future and that sufficient right-of-way is acquired to encompass these improvements. The funding and construction agreement will ensure that future owners of the Hilltop Master Plan parcels will construct these improvements before the roundabout reaches a failing level of service. Based on these commitments, the project will not result in significant impacts at the Brockway Road/Main Access Road intersection at 2025 + Project traffic volumes.

The project will not significantly impact existing vehicle queues; the queuing length for these intersections at 2007 + Project traffic volumes will not extend into adjacent intersections or block the southern driveway into the Martis Valley commercial center even if the center of the roundabout is moved 50 feet to the east of the eastern property line of the Young parcel.
However, the project may contribute to significant vehicle queuing impacts at the Brockway Road/Main Access Road and Brockway Road/Palisades Drive intersections at 2025 + Project traffic volumes. Although Brockway Road/Palisades Drive may have significant cumulative queuing impacts by 2025 without project traffic, the project may increase vehicle queuing lengths in 2025 by approximately 15% to 25%. This impact is considered a significant cumulative impact.

Also, a single lane roundabout at the Brockway Road/Main Access Road may create significant queuing impacts by 2025. Queuing lengths at this intersection by 2025 may result in vehicle queues extending through and past the Brockway Road/South River Street and Brockway Road/Palisades Drive intersections. These impacts are considered significant impacts.

<table>
<thead>
<tr>
<th>Intersection / Approach</th>
<th>Queue Length</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2007 + Project</td>
<td>2025 + Project</td>
</tr>
<tr>
<td>Brockway Road / Main Access Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastbound Approach</td>
<td>649'</td>
<td>1,514' - 2,356'</td>
<td></td>
</tr>
<tr>
<td>Westbound Approach</td>
<td>259'</td>
<td>391 - 676'</td>
<td></td>
</tr>
<tr>
<td>Brockway Road / Palisades Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastbound Approach</td>
<td>420'</td>
<td>1,300'</td>
<td></td>
</tr>
<tr>
<td>Westbound Approach</td>
<td>240'</td>
<td>620'</td>
<td></td>
</tr>
<tr>
<td>Northbound Approach</td>
<td>240'</td>
<td>440'</td>
<td></td>
</tr>
</tbody>
</table>

Note: Significant queuing lengths highlighted in *bold italic* text.

Even without the project, the Town will need to make improvements to these intersections and segment of road to reduce vehicle queuing lengths. Mitigation Measures 13a, 13b, and 13d will ensure that development in the Hilltop Master Plan will pay its proportional costs to such improvements, thereby reducing the project’s cumulative impacts to a less than significant level, or will reduce the amount of development and traffic volumes in the Hilltop Master Plan to ensure that future development will not have a significant impact on these intersections and road segment.

The project proposes to reconfigure the Palisades Drive/Ponderosa Drive intersection to include an eastbound approach from the project site into the intersection. The eastbound approach will be controlled by a stop sign and has good sight distances of approaching vehicles to both the east and to the south. This approach will be curved to the south at the intersection to avoid providing westbound approaching drivers the impression that they have the right of way. The traffic impact analysis analyzed this intersection and potential hazards. LSC Transportation Consultants and the Town Engineer determined that the intersection does not have existing substantial hazards or deficient design features, and the proposed intersection design will not result in substantial hazards. LSC Transportation Consultants and the Town Engineer conclude the project will not create or add to significant traffic hazards at this intersection based on the existing accident history at the intersection being consistent with Statewide averages, the relatively low impact of the proposed project on overall traffic volumes, and the good driver sight distances at the intersection.
Future development in the Hilltop Master Plan may add around fifteen new traffic trips during the summer peak hour and less than 150 new average daily traffic trips to the local road system in the Sierra Meadows and Ponderosa Palisades subdivisions. These new trips are less than five percent of existing traffic volume on Ponderosa Drive south of the Hilltop Master Plan and substantially less than the threshold of significance of 1,000 new daily trips on local roads as set forth in Table CIR-6 of the General Plan. The master plan will not result in significant traffic impacts on local roads.

Mitigation Measures

13a. Introduction. Future traffic volumes on Brockway Road may adversely affect levels of service and vehicle queuing lengths at the intersections of Brockway Road / Main Access Road and Brockway Road / Palisades Drive. Traffic volumes at 2025 with buildout of the project may result in a failing level of service at Brockway Road / Main Access Road and create long vehicle queuing lengths that will extend through and past neighboring intersections. To address these significant circulation impacts, the Hilltop Master Plan owners may need to make additional improvements to the Brockway Road / Main Access Road intersection when warranted and fund their proportional costs to improvements at the Brockway Road / Palisades Drive intersection, and/or reduce development in the Master Plan thereby reducing vehicular traffic trips, and/or demonstrate by updated traffic studies and best available information that the proposed Phase 1 roundabout improvements will be able to accommodate future traffic volumes (2025 + Project) at a LOS E or better and will not create significant vehicle queuing lengths.

13b. Brockway Road / Main Access Road. In conjunction with the improvement plans for Phase 1 of the common area infrastructure and improvements, the owners shall submit preliminary design plans for future improvements to the Brockway Road roundabout. The preliminary design plans shall include improvements that will be able to accommodate future traffic volumes (2025 + Project) at a level of service (LOS) E or better and to address significant vehicle queuing lengths. The owners shall prepare the preliminary design plans in accordance with the requirements and specifications of the Town Engineer and shall make all corrections and revisions required by the Town Engineer.

Prior to approval of the improvement plans for Phase 1 of the common area infrastructure and improvements, the Town Engineer shall approve the preliminary design plans for future improvements to the Brockway Road roundabout. The Town Engineer shall verify that the improvements will be able to be constructed as shown on the preliminary design plan and that such improvements will accommodate future traffic volumes (2025 + Project) at a LOS E or better, not create significant vehicle queuing lengths, and be consistent with Town policies.

Prior to issuance of any grading or building permits for the first development in the Hilltop Master Plan, the owners shall offer to the Town of Truckee the necessary right-of-way to encompass the future improvements shown in the approved preliminary design plans. The location, size, and method of the offer of dedication shall meet the requirements of the Town Engineer.
Prior to issuance of any grading or building permits for the first development in the Hilltop Master Plan, the owners shall submit, and the Town Engineer shall approve, a funding and construction agreement for the future construction of the improvements to the roundabout as shown on the approved preliminary design plan. The agreement shall incorporate all requirements of the Town Engineer and shall ensure that the improvements will be completed before the roundabout reaches a LOS F or before significant vehicle queuing lengths are created.

13c. Brockway Road / Palisades Drive. Prior to approval of the improvement plans for Phase 1 of the common area infrastructure and improvements, the Town Engineer shall approve a “fair share” impact fee program for properties in the Hilltop Master Plan. The program shall identify the proportional impact that development in the Hilltop Master Plan will have on future (2025 + Project) queuing lengths at the Brockway Road / Palisades Drive intersection, the approximate costs of future improvements that will be needed to reduce the queuing lengths to less than significant thresholds, and the fee that will be required for Hilltop Master Plan development. The owners shall provide information and documentation needed to prepare the program as required by the Town Engineer.

13d. Reduction of Development and Vehicle Trips. As an alternative to or in conjunction with Mitigation Measure 13b, the owners may modify and/or reduce the maximum allowed development on the parcels, thereby reducing potential vehicular traffic that may be generated by development. By reducing vehicular traffic from the Hilltop Master Plan, future improvements to the Brockway Road roundabout and Brockway Road / Palisades Drive intersection may be avoided.

The owners may mutually agree to modify and/or reduce the maximum allowed development on the owners parcel as follows:

i. In conjunction with the improvement plans for Phase 1 of the common area infrastructure and improvements, the owners shall submit a preliminary owners agreement to modify and/or reduce the maximum allowed development on the owners parcel. The modification and/or reduction of the maximum allowed development shall reduce vehicular traffic trips generated from the Hilltop Master Plan to a level that would eliminate the need for future improvements to Brockway Road and the Brockway Road / Palisades Drive intersection.

ii. Prior to approval of the improvement plans for Phase 1 of the common area infrastructure and improvements, the Planning Commission shall approve the preliminary owners agreement. The Planning Commission shall verify that the agreement will reduce vehicular traffic trips generated from the Hilltop Master Plan to a level that would eliminate the need for future improvements to Brockway Road and the Brockway Road / Palisades Drive intersection.

iii. Prior to issuance of any grading or building permits for the first development in the Hilltop Master Plan, the owners shall approve and sign the agreement. The agreement shall be prepared, executed, and recorded in accordance with the requirements of the Planning Commission.
If the owners do not mutually agree to modify and/or reduce the maximum allowed development on the owners parcels, the maximum allowed development may be modified and/or reduced as follows:

i. In order maintain an adequate Level of Service (LOS) for the single lane roundabout at the Old Brockway Road/Brockway (roundabout) intersection and adequate vehicle queuing lengths on Brockway Road in conformance with the projected 2025 traffic volumes, trip generation resulting from development within the Hilltop Master Plan shall be limited to 62% of the estimated trip generation specified in the December 2007 Hilltop Master Plan Updated Traffic Impact Analysis prepared by LSC Transportation Consultants, Inc. The percentage of estimated trip generation may be increased based on updated traffic studies and best available information per Section F.5.

ii. Additional trip generation resulting from build-out of the Hilltop Master Plan may be considered when subsequent project review for development is considered by the Town, provided that updated traffic studies and best available information per Section F.6 demonstrate that the single lane roundabout can accommodate future traffic volumes (2025 + Project) at a LOS E or better and will not create significant vehicle queuing lengths.

iii. Each development application shall provide documentation that the proposed development in conjunction with other developed property (built, under construction, or approved) within the Hilltop Master Plan area does not in total exceed 62% of the estimated trip generation outlined above. If the total of existing development and the proposed development exceeds the 62% limit, the proposed new development shall be limited to uses that do not exceed the total 62% cap unless accompanied with an updated traffic study and best available information that demonstrates that the single lane roundabout can accommodate future traffic volumes (2025 + Project) at a LOS E or better and will not create significant vehicle queuing lengths. The percentage of estimated trip generation may be increased based on updated traffic studies and best available information per Section F.5.

13e. Updated Traffic Studies. As an alternative to or in conjunction with Mitigation Measures 13b and 13d, the owners may demonstrate by updated traffic studies and best available information approved by the Town Engineer that the proposed Phase I roundabout improvements will accommodate future traffic volumes (2025 + Project) at a LOS E or better, not create significant vehicle queuing lengths, and be consistent with Town policies.

(Continued on Next Page)
14. UTILITIES AND SERVICE SYSTEMS.

Would the project:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>Exceed wastewater treatment requirements of the Regional Water Quality Control Board, Lahontan Region?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d.</td>
<td>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e.</td>
<td>Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f.</td>
<td>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>g.</td>
<td>Comply with Federal, State, and local statutes and regulations related to solid waste?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Environmental Setting – Wastewater collection for the project will be provided by the Truckee Sanitary District who conveys the wastewater to the Tahoe-Truckee Sanitation Agency treatment plant. Water and power will be provided by the Truckee-Donner Public Utility District through its groundwater supply and distribution system. Southwest Gas Company will provide natural gas to the subject site. Solid waste generated by the project will be transported to the Eastern Regional Landfill that acts as a transfer station before solid waste is transported to landfill in Lockwood, Nevada.

Impact Discussion – The Tahoe-Truckee Sanitation Agency treatment plant was expanded to a capacity of 9.6 MGD in September 2006. Prior to its expansion, T-TSA’s treatment capacity was 7.4 MGD. Up to this point, the water reclamation plant operated at about 80 percent of its existing capacity of 7.4 mgd during peak summer-flow periods, based on a seven-day average flow. T-TSA’s water reclamation plant is sized primarily to treat maximum sewage flows that occur during summer periods with the influx of seasonal residents and visitors. While winter periods actually show larger seasonal populations in the T-TSA service area, the character and activities of the summer visitors actually result in greater sewage loadings on the treatment facility. T-TSA expects that the expansion will be completed before the existing capacity of the wastewater treatment plant is reached. The expanded facility is expected to accommodate the
projected development in the Martis Valley including development within its service area and the wastewater generated by individual projects within the Master Plan area. With this sufficient treatment capacity, new or expanded treatment facilities will not be necessary for this project which will ensure that the treatment plant does not exceed RWQCB water quality standards. Each project will need to obtain a will serve letter at the time of development approval.

The Truckee Sanitary District (TSD) provides sewer transmission service to the T-TSA regional wastewater treatment plant. TSD has an existing eight-inch sewer main pipeline on site serving the existing development. It will have to be extended as part of the overall master infrastructure plan to serve the entire development.

The Truckee Donner Public Utility District (T.D.P.U.D) provides water service to the site. They currently have a 14-inch water main on site. It will also have to be extended as part of the master infrastructure plan to serve the Master Plan. The Downtown Specific Plan EIR indicated that the PUD the kinds of land uses provided by the plan would not cause significant adverse impacts on the existing infrastructure. Lastly, Southwest Gas Company. Individual project developers will be required to enter into an agreement with T.D.P.U.D, Southwest Gas Company, and the Truckee Sanitary District to provide water, gas, power, and sewer services. Proof of individual utility and service system capability by the individual agencies involved in providing these utilities and services will be required as a condition of future project approvals.

The master infrastructure improvement plans will have to be designed to meet the Town of Truckee and the LRWQCB requirements. These plans will include appropriate retention ponds designed for a 20 year 1 hour storm event. Impacts and related mitigation measures for storm water drainage facilities are discussed within the Hydrology and Water Quality discussion contained in the Initial Study.

Solid waste generated by individual projects within the Master Plan will be transported to a landfill in Lockwood, Nevada. All individual projects will be required to comply with the California Solid Waste Reuse and Recycling Access Act (Public Resources Code Sections 42900 through 42911), which require that residential and non-residential projects provide solid waste and recyclable material storage areas.

**Mitigation Measures** - No Mitigation Measures Required

(Continued on Next Page)
### MANDATORY FINDINGS OF SIGNIFICANCE

<table>
<thead>
<tr>
<th>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>b. Does the project have impacts that are individually limited, but cumulatively considerable? (<em>&quot;Cumulatively considerable&quot; means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</em>)</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
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The determinations of the mandatory findings of significance are supported by the discussion contained within the Initial Study. The Initial Study identifies potentially significant effects on the environment, however, revisions have been made to the project to eliminate or reduce these environmental effects to a less than significant level. There is no substantial evidence that the project, upon incorporation of the mitigation measures, may have a significant effect on the environment.

### DETERMINATION

On the basis of this initial evaluation, the Community Development Director finds:

- **___** The proposed project **COULD NOT** have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- **X** Although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- **___** The proposed project **MAY** have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
The proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Initial Study Prepared By: Duane Hall, Town Planner
Date Prepared / Revised: May 7, 2008
Initial Study Approved By: ___________________  ___________________
Duane Hall, Town Planner  Date

(Continued on Next Page)
References

These references and other documents and materials upon which the adoption of the Mitigation Negative Declaration is based are available for review at the Truckee Community Development Department, 10183 Truckee Airport Road, Truckee, California.

Eco Synthesis, Wetland and Biological Resources Report for Hilltop Master Plan Site, October 2003.


Jensen, Peter M., Cultural Resources Evaluation Report, October 2003.

Kautz Environmental Consultants, Inc., Town of Truckee Historic Resources Inventory, March 1999.


LSC Transportation Consultants, Memo to Duane Hall “Response to Public Comments Regarding Hilltop Master Plan”, March 18, 2008.


Town of Truckee, 2025 General Plan and Final EIR, November 2006.

Town of Truckee, Downtown Truckee Specific Plan, Volumes 1 and 4: Existing Conditions Report and Final EIR, November 1997.


Attachment

Hilltop Master Plan Overall Development (Land Use) Plan