IV. TEXT REVISIONS

This chapter presents specific revisions to the text of the Draft EIR that are being made in response to comments, or to amplify and clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Deletions to text in the Draft EIR are shown with ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR. The revisions to the Draft EIR derive from two sources: (1) comments raised in one or more of the comment letters received by the City of Oakland on the Draft EIR; and (2) staff-initiated changes that correct minor inaccuracies, typographical errors or clarify material found in the Draft EIR subsequent to it publication and circulation. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the Draft EIR.

Page 385 has been revised as follows:

> Fire Station 92, Gateway, is a full-time station located at 11479 Donner Pass Road. Station 92 is the largest station with the most apparatus. Station 92 is equipped with a type-1 engine. The station equipment, under most circumstances, provides access to third floor windows. ~~capable of reaching the windows of a 3-story building, and a medic unit.~~ However, because ground ladders may not be able to access heights above the windows of a 3-story building, such as the roof, development in the Master Plan Area may require Station 92 to obtain additional ground resources with enhanced capabilities. Station 92 staffs one Battalion Chief, one Station Captain and two firefighter/paramedics. Station 92 is approximately two miles from the Master Plan Area, and would be the primary response station for the calls within the Plan area.

Page 386 has been revised as follows:

> Station 95 is equipped with one engine and one ambulance and is staffed with one captain and one ~~two~~ firefighter~~s~~. Station 95 is approximately five miles from the Master Plan Area and could serve as additional response for service calls in the Plan area.

Page 386 has been revised as follows:

Fire Station 96, Airport, is a full-time station located at 10277 Truckee Tahoe Airport Road. Station 96 is a multi-agency station that is shared with California Department of Forestry and Tahoe Truckee Airport. CALFIRE staffing is not available in the winter months or non-fire season period. Station 96 is equipped with one engine, two ambulances, one Hazardous Materials response vehicle, and a Careflight A Star helicopter, which is staffed with a pilot and two flight nurses. This station is staffed by ~~three~~ one TFPD captain~~s~~ and ~~seven~~ one TFPD firefighter~~s/paramedics~~, and CALFIRE provides two additional captains and six additional firefighters during fire season. Station 96 is approximately 3 miles from the Master Plan Area and would serve as the secondary responder for service calls in the Plan area.

Page 392 has been revised as follows:

(1) Fire Protection. Buildout of the Draft Master Plan would create an increased demand for ~~in~~ fire services. The additional residential population could affect the response times due to an increase in calls for service, ~~but this increase would not jeopardize the Truckee Fire District's ability to respond to calls within its response time goals~~ possibly requiring additional personnel. The Fire Protection District is exploring funding options for additional personnel to serve new facilities and equipment being funding through mitigation fees for new development. The District is looking at increased property tax revenue from new development and new funding sources and financial mechanisms if property tax revenues are not sufficient. The District currently responds to emergency calls for service in the Master Plan Area within 6 to 12 minutes depending on weather conditions. The Truckee Fire District would continue to serve proposed development within the Master Plan Area from the District's existing fire stations. Station 92 would be the first responder for calls for service and Station 96 as the second responder.

Page 419 has been revised as follows:

l. Public Services. Due to fewer residential units and less commercial development, the Reduced Development alternative would result a reduction in demand for police, fire protection,

school, recreation and library services as compared with the proposed project. This alternative may still require additional fire protection personnel, but it will not require the construction of new facilities. As with the proposed project, implementation of this alternative would result in less-than-significant impacts.

Page B-7 of Appendix B has been revised as follows:

The Master Plan contains an assessment of all infrastructure facilities for the Master Plan Area and provides recommendations for improvements to meet the needs of the area. It is noted that the Truckee Fire Protection District may not have the service capacity available to adequately serve the Master Plan Area and is exploring funding options and financial mechanisms to provide necessary personnel.

Page 377 has been revised as follows:

b. Wastewater. Truckee Sanitary District provides wastewater collection and conveyance services to the Town. The collection system includes ~~storm~~ sanitary sewers and related pumping facilities. Untreated sewage is piped to Tahoe Truckee Sanitation Agency's treatment plant using both gravity flow and lift stations. The Town of Truckee is responsible for the storm drainage system.

Page 265 has been revised as follows:

The Lahontan Basin Plan notes in Chapter 4.1, Truckee River Hydrologic Unit, 1.(c) that: The discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited. (Exemptions to this prohibition may be granted by the Regional Board or its Executive Officer for certain projects).

(1) Stormwater. Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the Clean Water Act);[1] the NPDES program

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[1] US Environmental Protection Agency, 2007, NPDES Overview, accessed February 7, 2008 at: http://cfpub.epa.gov/npdes/index.cfm.

objective is to control and reduce pollutant discharges to water bodies. There are two NPDES permits that are relevant to the proposed project.

Pages 23, 273 and 274 have been revised as follows:

Mitigation Measure HYD-1: The project proponent shall prepare ~~a Storm Water Pollution Prevention Plan (SWPPP)~~ erosion control and drainage plans designed to reduce potential impacts to surface water quality throughout the construction period of the project. The erosion control and drainage plans ~~SWPPP~~ must be maintained on-site and made available to Town inspectors and/or Water Board staff upon request. The erosion control and drainage plans ~~SWPPP~~ shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The erosion control and drainage plans ~~SWPPP~~ shall specify properly designed centralized storage areas that keep these materials out of the rain. In addition, if appropriate based on the anticipated seasons for development activities, the erosion control and drainage plans ~~SWPPP~~ shall include details related to snow handling procedures, snow storage sites, winter-time BMPs designed to minimize water quality impacts, and specific BMPs that will be sized adequately to effectively manage spring runoff from snow storage to ensure that impact to nearby creeks are minimized.

Pages 24, 275 and 276 have been revised as follows:

Mitigation Measure HYD-2: Project proponents shall prepare erosion control and drainage plans demonstrating consistency with the Town's adopted ~~have a~~ storm water management plan (SWMP), and related Town Engineering ordinances and standards. ~~prepared by a qualified professional, prior to issuance of the grading permit(s).~~ The erosion control and drainage plans ~~SWMP~~ shall demonstrate, through detailed hydraulic analysis, that implementation of proposed drainage plans would result in treatment of the runoff from the site (in compliance with the Town NPDES permit). The qualified professionals preparing the design-level erosion control and drainage plans ~~SWMP~~ shall consider additional measures designed to mitigate potential

water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance Best Management Practices (BMPs) (e.g., grassy swales, porous pavements) are preferred by the Water Board. The Town shall ensure that the project design includes features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project to the maximum extent practicable. These features shall be included in the ~~SWMP and~~ final development drawings.

In addition, a Water Monitoring Plan shall be established for the Master Plan area. The WMP shall be consistent with the Truckee River Water Quality Management Plan. The WMP shall ensure that long-term water quality monitoring. The WMP shall be subject to review and approval by the Town Engineering Department and Lahontan Regional Water Quality Control Board.

The Town's SWMP includes by reference Attachment 4 of WQO 2003-0005-DWQ (CAS000004), which provide specific design standards applicable to the project based on the size and nature of the proposed project. As specified by the MS4 General Permit, all new development projects, regardless of size, should incorporate appropriate source control and site design measures that minimize stormwater pollutant discharges to the maximum extent practicable. The proposed project would be required to comply with the terms of the SWMP and WQO Attachment 4, including (but not limited to):

- **Numeric Sizing Criteria for Pollutant Removal Treatment Systems.** The project must include source controls, design measures, and treatment controls to minimize stormwater pollutant discharges. Treatment controls must be sized to treat a specific amount – about 85 percent – of average annual runoff.
- **Operation and Maintenance of Treatment Measures.** Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&M) program, which includes: 1) identifying the properties with treatment controls; 2) developing agreements with private entities to maintain the controls, and 3) periodic inspection, maintenance (as needed), and reporting.
- **Limitation on Increase of Peak Stormwater Runoff Discharge Rates**. Urbanization creates impervious

surfaces that reduce the landscape's natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion. Projects must evaluate the potential for this to occur and provide mitigation as necessary.

As per Water Board Basin Plan implementation guidance regarding salt and traction sand use for road and walkway maintenance, salt or traction sand shall be applied in a careful, well-planned manner, by competent, trained crews. Should even the "proper" application of salt be shown to cause adverse water quality impacts, the Water Board would require that it no longer be used in environmentally sensitive areas. Should an alternate deicer be shown to be effective, environmentally safe, and economically feasible, its use shall be encouraged in lieu of salt. The design and implementation of BMPs for the project shall integrate, as feasible, features that will minimize the impact of deicing compounds and sedimentation impacts related to sanding or other ice control methods, including considering impacts related to accumulated pollutants in seasonal snow storage and the relatively sudden release of the accumulated materials during periods of thaw and rain. BMPs shall be sized appropriately and operations and maintenance schedules shall account for these seasonal differences.

The design team for the development project shall review and incorporate as many concepts as practicable from *Start at the Source, Design Guidance Manual for Stormwater Quality Protection*[2] and the California Stormwater Quality Association's *Stormwater Best Management Practice Handbook, New Development and Redevelopment*. Any enclosed parking areas shall not be drained to the stormwater conveyance system. The garages should be dry-swept or, if washdown water is used the effluent should be discharged to the sanitary sewer system under permit from the Town of Truckee.

The Town of Truckee Department of Engineering shall review and approve the ~~SWMP~~ erosion control and drainage plans prior to approval of the grading plan. ~~Town staff may require more stringent stormwater treatment measures, at their discretion.~~ Implementation

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[2] Bay Area Stormwater Management Agencies Association, 1999. *Start at the Source, Design Guidance Manual for Stormwater Quality Protection*.

of this mitigation would reduce the level of significance of this impact to a less-than-significant level. (LTS)

Pages 29 and 302 have been revised as follows:

BIO-4b: Waters of the U.S. or CDFG waters permanently impacted during construction shall be mitigated by one of the following methods, or by using a combination of the methods, contingent upon approval by the Corps, RWQCB, and/or CDFG:

(a) Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 2:1.

(b) Purchase of credits at an approved mitigation bank at a minimum 1:1 mitigation ratio.

(c) Payment of in-lieu fees per the current Corps, Sacramento District in-lieu fee schedule.

Mitigation shall be implemented within the Truckee River watershed.

Pages 31, 346 and 347 have been revised as follows:

Should an archaeological deposit be encountered by project activities, the monitor shall be empowered to halt construction in the vicinity of the find. Construction activities shall be redirected and a qualified archaeologist shall implement relevant portions of the monitoring plan to: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does not meet the CEQA definition of a historical or unique archaeological resource, then no further study or protection of the deposit is necessary. If the deposit does meet the CEQA definition of a historical or archaeological resource, then it shall be avoided by Project activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a data recovery strategy developed by the evaluating archaeologist. Mitigation of impacts to significant archaeological deposits through data recovery will recover scientifically-valuable information. This mitigation may include, but is not limited to, a thorough recording of the resource on DPR Form 523 records, or archaeological excavation. If archaeological excavation is the only feasible method of data recovery, then such excavation shall conform to the provisions of CEQA Guidelines §15126.4(b)(3)(C). Any archaeological investigation shall address the

possibility of encountering Native American human remains. The investigation shall also address the disposition of prehistoric archaeological materials resulting from the investigations in consultation with a culturally affiliated Native American tribal organization. Additionally, if historical or unique archaeological resources associated with significant historical patterns or events in Truckee are identified, the Town shall consult with representatives of the Truckee-Donner Historical Society and the Historic Preservation Advisory Committee regarding the potential use of the archaeological findings for interpretive purposes.

Pages 15 and 154 have been revised as follows:

Impact TRAF-15: SR 267 between I-80 and Brockway Road – Peak-hour peak direction volume (1,930) is forecast to exceed the Town's capacity limit of 1,850 ~~1,890~~ by 4 ~~2~~ percent in the 2025 No Project condition; implementation of the Master Plan would increase the number of hours of deficient level of service operations (LOS E or F) from approximately 9 hours of delay annually under the 2025 No Project condition to approximately 14 hours of delay under the 2025 Plus Project condition. (S)

Widening this segment of SR 267 to four lanes is included in Caltrans long range plans as the "ultimate facility" (State Route 267 Transportation Concept Report, Caltrans, October 2004), but is not identified as the "20 year concept facility." Caltrans completed its long range plan in 2004. At that time, the Average Daily Traffic (ADT) on the Bypass was estimated to reach 20,069 by the year 2020. Based upon more recent projections, Caltrans is in the process of updating its long range plan and will designate the widened Bypass as the "20 year concept facility." This expansion is not included in the Town of Truckee's traffic impact fee program, and no funding has been identified for this expansion by the Town, Caltrans, or the Nevada County Transportation Commission. In addition, this widening would conflict with Policy 6.4 of the Town's General Plan which directs "Maintain Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection at two lanes." As such, it would be inappropriate to include it as a reasonably foreseeable improvement/project.

Mitigation Measure TRAF-15: Providing adequate vehicle capacity over the Truckee River is of great concern to the

Town and regional transportation agencies. Although there are currently no published plans or existing fee programs to increase capacity over the river, it is not the intent of this EIR to except the proposed project from payment of future impact fees related to increased capacity over the river.

The Town will investigate the most appropriate means for increasing vehicle capacity over the Truckee River, including a fair share analysis of widening the Bypass to 4 lanes. The proposed project will contribute its fair share, not to exceed $100,000, toward the preparation of said study to determine the means by which capacity over the river could be increased. Said contribution shall be in place prior to approval of a major subdivision or building permit issuance for new buildings within the Master Plan Area. The Town shall complete said study prior to commencement of development of Phase 2 of the Master Plan. Upon determining the appropriate implementation measure, the Town shall revise its impact fee program. The proposed project will contribute to the cost of the improvement through payment of traffic impact fee program fees in effect at the time of development. (SU)

~~Mitigation Measure TRAF-15: Widening this segment of SR 267 to four lanes is included in Caltrans long range plans as the "ultimate facility" (State Route 267 Transportation Concept Report, Caltrans, October 2004), but is not identified as the "20 year concept facility." In addition, this expansion is not included in the Town of Truckee's traffic impact fee program, and no funding has been identified for this expansion by the Town, Caltrans, or the Nevada County Transportation Commission. As a result, this improvement can be considered to be infeasible within the 20-year analysis horizon of this EIR. In addition, this widening would conflict with Town policy: Policy 6.4 of the General Plan states "Maintain Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection at two lanes." This impact is therefore considered to be significant and unavoidable. (SU)~~

Page 154 has been revised as follows:

The conclusion that volumes on SR 267 between I-80 and Brockway Road would exceed capacity by 2 percent differs from the conclusion

of the Truckee General Plan traffic analysis (which indicated that volumes would be 5 percent below capacity), due largely to the lower capacity identified in the Railyard analysis for the Bridge Street corridor (as discussed above under Impact TRAF-7). The resulting diversion of traffic off of Bridge Street results in a higher forecast for traffic on SR 267. The Town recognizes that limited capacity along Bridge Street would result in diversion of vehicle trips to the SR 267 Bypass. Trip diversion in the 2025 Plus Project scenario resulting from increased congestion at Downtown intersections is estimated at 500 vehicle trips (including 119 from the proposed project).

Pages 30 and 344 have been revised as follows:

Impact CULT-1: Implementation of the Master Plan will result in demolition of the Union Pacific Railroad Warehouse, an architectural resource that meets the definition of historical resources under CEQA. (S)

The applicant has investigated the possibility of moving the warehouse to a new location within the Railyard. However, based on the professional opinion of a consulting historic building contractor, it was determined that moving the building was infeasible due to its age, structural composition, and condition. Although moving the building is not possible, the following mitigation measures shall be implemented prior to its demolition to minimize impacts related to this historic resource.

Mitigation Measure CULT-1: Prior to issuance of any demolition permits for the affected properties, the applicant shall prepare architectural documentation of the Union Pacific Railroad Warehouse minimizing the environmental impact of this building's loss. The documentation shall be done to Historic American Buildings Survey (HABS) Level III or higher standards, according to the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards*.[3] The applicant shall also, during preliminary design phase, consider the re-use of historic fabric in project buildings (e.g., the lapped wood

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[3] National Park Service, 1990. *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Website: http://www.nps.gov/history/local-law/arch_stnds_6.htm.

siding on the north and east elevations or the tongue-and-groove siding on the south and west elevations).

Pages 356 to 358, Table IV.J-1, has been revised as follows:

Table IV.J-1 Documented Environmental Releases, Hazardous Materials Usage or Hazardous Waste Generation in Master Plan Area[a]

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Berry-Hinckley Industries Cardlock	10161 Church Street	UST	Facility is within Master Plan Area.
Berry-Hinckley Industries Cardlock	10161 Church Street	Leaking UST	Soil and groundwater have been contaminated by the release of fuels from a leaking UST. The site is located within the area designated as "Downtown Extension" in the Draft Master Plan. See text for a summary of site investigations to date.
Berry-Hinckley Industries Truckee Plant	10250 West River Street	~~SLIC~~SCP site[d]	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater is contaminated with petroleum hydrocarbons; the contaminants are commingled contaminants from Chevron Service Station #9-0612. The extent of the plume(s) is localized ~~and well-defined~~ and is not expected to affect the Master Plan Area.
Cal Nevada Tire	10009 Highway 267 (Brockway Road)	UST	Facility is within Master Plan Area on the southeast corner of the intersection of Donner Pass Road and Brockway Road.
Cal Nevada Tire	10009 Highway 267 (Brockway Road)	Leaking UST	Soil and groundwater have been contaminated by the release of fuels from a leaking UST. Site groundwater is monitored and a work plan for remediating contamination was submitted to the Water Board in December 2007. The site is located within the area designated as "Downtown Railroad" in the Draft Master Plan.
Caltrans Equipment Building No. 2	10152 Keiser Avenue	~~SLIC~~SCP site	Site is located adjacent to Interstate 80 approximately 0.1 miles north of the northern edge of the Master Plan Area. Motor oil, diesel fuel oil and additives have reportedly been released in soil only. ~~The extent of the release was not described on the Water Board website.~~

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Chevron Service Station #9-0612	10231 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater is contaminated with petroleum hydrocarbons; the contaminants are commingled with contaminants from the Berry-Hinckley Industries Truckee Plant. A remedial action plan was submitted to the Water Board in March 2007. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.
Former Nevada County Department of Transportation and Sanitation Maintenance Yard	10257 West River Street	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Gasoline ~~w~~has reportedly been released from an UST. Site~~ soils have been remediated and site~~ closure was requested in January 2007.
Dependable Tow	10260 West River Street	~~SLIC~~SCP site	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Gasoline has reportedly been released.
Holliday Development	4.3-acre Parcel West of Balloon Track	~~SLIC~~SCP site	Site is located within the Master Plan Area. See text for a summary of site investigations to date (Berry-Hinckley Industries Cardlock, Hotel Parcel and Theatre Parcel).
McManus Property	10156 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater has been contaminated with petroleum hydrocarbons, primarily diesel. The extent of the plume(s) is localized and well-defined and is not expected to affect the Master Plan Area.
Pat and Ollies Too	10145 Donner Pass Road	Leaking UST~~, Cleanup and Abatement Order~~	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Groundwater has been contaminated with petroleum hydrocarbons from leaking USTs. Groundwater monitoring and remediation at the site are ongoing. The extent of the plume(s) is localized ~~and well-defined~~ and is not expected to affect the Master Plan Area.
Pat and Ollies~~ Too~~ Gateway	10145 Donner Pass Road	UST, Cleanup and Abatement Order	Facility is located approximately ~~¼~~4-mile<u>s</u> west of the western edge of the Master Plan Area.

Site Name	Address	Reason(s) for Regulatory Listing	Notes
Sierra Tavern Building	10112 Donner Pass Road	Cleanup and Abatement Order	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. The nature and extent of the release was not described on the Water Board website.
Small Mall	10164 Donner Pass Road	Leaking UST	Site is located approximately ¼-mile west of the western edge of the Master Plan Area. Diesel fuel oil and additives have reportedly been released. The extent of the release is defined and not expected to affect the Master Plan Area. ~~was not described on the Water Board website.~~
Unocal 541	10041 Commercial Row / Highway 267	UST (not an active site)	Facility is located approximately ¼-mile west of the western edge of the Master Plan Area.

[a] Sites listed by State regulatory agencies pursuant to Government Code Section 65962.5 that are within ½ mile of the Master Plan Area (see text for explanation of lists).
[d] ~~Spill, leaks, investigations and cleanups (SLIC)~~Site Cleanup Program (SCP) site listed by the Regional Water Quality Control Board, Lahontan Region.
Source: State Water Resources Control Board Geotracker Database, 2008. Website: geotracker.swrcb.ca.gov.

Page 5 of the Truckee Railyard Trip Generation, Trip Distribution and Parking Generation Analysis Memorandum in Appendix C has been revised as follows:

For existing mixed-use developments similar to the proposed Truckee Railyard projedt, the proportion of trips that remain internal to the project can be significant. As examples, Appendix C of the ITE Trip Generation ~~Manual~~ Handbook presents the results of detailed generation counts conducted for mixed use projects with similar ~~quantities~~ proportions of residential/lodging, commercial, and office land uses which indicate the roughly 40 percent of trips do not impact external roadways.

Page 193 has been revised as follows:

"~~Some policy makers and regulators suggest that a~~ The Master Plan EIR does not use a zero emissions threshold that has been suggested by some policy makers and regulators ~~would be appropriate when evaluating~~ to evaluate GHGs and their potential effect on climate change. ~~However, most feel that s~~Such an absolute threshold ~~would~~ is ~~be~~ analytically impractical and would interfere with the ability of the economy to function."

Page 95 has been revised as follows:

- Truckee Airport Road – Truckee Airport Road is a two-lane roadway providing main access to the Truckee-Tahoe Regional Airport, as well as other industrial and commercial businesses on the northeast side of SR 267. The westernmost portion is within Placer County, the central portion is within the Town of Truckee, while the easternmost portion (on the airport property) is in unincorporated Nevada County. A center left-turn lane is provided along most of this roadway. The peak summer ADT along this roadway is approximately ~~16,200~~ 2,580 vehicles per day.

Page 97 has been revised as follows:

Truckee Night Service. A winter evening service has recently operated during the winter season providing three runs in each direction between Northstar, the Truckee Tahoe Airport, Downtown and Donner Lake. This service is no longer operating. ~~A winter evening service has also been operated over the last two winter seasons providing three runs in each direction between Northstar, the Truckee Tahoe Airport, Downtown and Donner Lake from roughly~~

~~6:00 p.m. to 12:30 a.m. No fare is charged for this service. This service is provided by a transit contractor, using funds collected by the Truckee – North Tahoe Transportation Management Association.~~

Pages 20 and 242 has been revised as follows:

NOI-1b: The construction contractor shall ensure that all noise producing ~~general~~ construction related activities are restricted to the hours of 7:00 a.m. to 6:00 ~~9:00~~ p.m. on any day except Sunday, or from 9:00 a.m. to 6:00 p.m. on Sunday. Noise producing construction activities include any activity (using mechanical equipment or otherwise) that would produce noise levels in excess of the Exterior Noise Standards of Section 18.44.040 of the Town's Municipal Code. This measure will apply to all development associated with buildout of the Railyard Master Plan.

Pages 27 and 279 have been revised as follows:

Mitigation Measure HYD-4: The project shall implement Low Impact Development (LID) design standards and participate in the Leadership in Energy Environmental Design Neighborhood Development (LEED-ND) Pilot Program, including advanced stormwater management techniques, as feasible. Should the LEED-ND Pilot Program not become a certified LEED program, the project shall still be required to incorporate relevant energy and environmental design measures from the LEED-ND Pilot Program into the development of the project.

As a condition of approval of the final grading and drainage plans for the project, the project proponent shall demonstrate through the preparation of a detailed ~~hydraulic~~ hydrologic analysis, to be prepared by a licensed professional, that implementation of the proposed drainage plans would not increase total off-site peak flow rates, or exceed the capacities of local system components or if redirected drainage would exceed the capacity of downstream components, that the project would construct improvements and/or increase the conveyance capacity of these undersized components. The analysis shall respect the determination and mapping of the 100-year floodplain completed as part of the Trout Creek Restoration project for the floodplain located within the Master Plan boundary. Development (e.g., new home construction) within 20 feet of the 100-year floodplain is prohibited. The creek crossings associated with the balloon track relocation and new Donner Pass Road Extension right of

way are permitted in the 100-year floodplain. The project must use drainage components that are designed in compliance with Town of Truckee standards. The grading and drainage plans shall be reviewed for compliance with these requirements by the Town of Truckee Planning, Building, and Engineering Departments. Any improvements deemed necessary by the Town will be part of the conditions of approval. Development associated with the Master Plan will also be subject to Lahontan Regional Water Quality Control Board discharge prohibitions. As noted in the Lahontan Basin Plan, the discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited. (Exemptions to this prohibition may be granted by the Regional Board or its Executive Officer for certain projects subject to specific requirements for exemptions in the Basin Plan).The proponent will fully implement the recommendations of the hydrologic analysis consultant and the recommendations of the Town of Truckee in compliance with the conditions of approval.

Page 16 and 214 have been revised as follows:

Mitigation Measure AIR-1: The project applicant shall submit a grading plan for the project which includes the following conditions:

a. Open burning is prohibited. Alternatives to open burning of vegetative material will be used. ~~unless otherwise deemed infeasible by the Town Planner~~. Among suitable alternatives are chipping, mulching or conversion to biomass fuel.

b. The applicant shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction.

c. Temporary traffic control shall be provided during all phases of construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

d. Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable.

e. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of ambient air standard during the dry season. Watering

should occur at least twice daily, with complete site coverage during the dry season.

f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.

g. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.

h. All land clearing, grading, earth moving, or excavation activities on a Plan Area shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.

i. All inactive portions of the development site (previously graded areas which remain inactive for 96 hours) shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply County-approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas in accordance with the local grading ordinance.

j. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.

k. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary to remove excessive or visibly raised accumulations of silt and/or mud which may have resulted from activities at the Plan Area.

l. Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip if necessary.

m. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance. (LTS)

Page 434 has been revised as follows:

d. Air Quality. The geographic area considered for the cumulative air quality analysis is generally the NSAQMD Air Basin, as

this is the regional air basin. A number of individual projects in the Town of Truckee may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in and around Town, generation of fugitive dust and pollutant emissions during construction may result in short-term air pollutants, which would contribute to short-term cumulative air quality impacts. However, each individual project would be subject to NSAQMD rules, regulations, and other mitigation requirements during construction.

e. Noise and Vibration. The geographic area considered for cumulative noise analysis includes an area close to the Master Plan area generally bounded by Interstate 80 to the north, the SR 267 Bypass to the east, the Truckee River to the south and Spring Street to the west. This area reflects properties in and around the Plan area that could be affected by cumulative noise to and from implementation of the Master Plan. Cumulative noise analysis for implementation of the Draft Master Plan considers both short-term construction related noise and longer-term operational and traffic related noise. Short-term noise impacts are related to the noise generated by heavy equipment operating on the Plan area. Demolition and site preparation phases are typically the loudest phases of construction due to the types of equipment used. The worst case combined noise level during this phase of construction would be approximately 91 dBA Lmax at a distance of 50 feet from an active construction area. The impacts from construction noise, including pile driving, would be reduced to less-than-significant levels with implementation of recommended mitigation measures included in Section IV.E-1. With implementation of these mitigation measures, this cumulative impact would be considered less than significant.

Page 435 has been revised as follows:

g. Hydrology and Storm Drainage. The geographic area considered for the hydrology and storm drainage cumulative analysis consists of the portions of the Trout Creek and Truckee River watersheds that could contribute to flooding and water quality impacts in the vicinity of the project site. Implementation of the Draft Master Plan would result in an increase in impervious surface area and an increase in the amount of storm water generated on the Plan area. Construction and operational impacts to stormwater that would result from implementation of the proposed project would be

minimized through implementation of the SWPPP. The runoff from the Plan area, in combination with other sites, could exceed the capacity of conveyance structures. The project applicant must incorporate design features and demonstrate the project's ability to contain and convey stormwater on the Plan area. Other current, pending or foreseeable projects in Truckee would be required to undergo the same water quality maintenance measures, and would not result in cumulative adverse impacts to water quality.

h. Biological Resources. The geographic area considered for cumulative biological resource analysis is the Trout Creek watershed because the project could contribute to impacts on Trout Creek, which is within the watershed. Impacts to plant communities and associated wildlife would occur as a result of implementation of the Draft Master Plan. The impacts will be relatively minor due to the developed and disturbed nature of the Master Plan Area. As described in Section IV.H, Biological Resources, implementation of the project would consist of the loss of mixed willow community, Jeffrey pine community, as well as degraded non-wetland waters in Trout Creek. Potentially significant biological resources impacts include impacts to nesting yellow warber and/or other birds, willow flycatcher, and Sierra Nevada mountain yellow-legged frog. Implementation of the Draft Master Plan would also impact waters of the US and CDFG, including approximately 0.31-acre of non-wetland waters in Trout Creek (no wetlands would be impacted) and 0.37-acre of CDFG waters. With implementation of mitigation measures BIO-1, BIO-2, BIO-3 and BIO-4, potential impacts would be reduced to a less-than-significant level. Consequently, the project would not result in significant cumulative effects.

i. Cultural and Paleontological Resources. The geographic area considered for the cultural and paleontological resources cumulative analysis is the Town of Truckee, as resource impacts could affect the historic character of the Town. Implementation of the proposed project has the potential to significantly impact cultural and paleontological resources. The Plan area contains seven architectural resources that quality as historical resources under CEQA. As described in Section IV.I, Cultural and Paleontological Resources, the character of the area would not be compromised such that a substantial adverse change in the significance of any of the contributing properties in the Truckee Historic District would occur.

Page 436 has been revised as follows:

k. Hazards and Public Safety. The geographic area considered for the hazards and public safety cumulative analysis consists of the Plan area and the area used along transportation routes during demolition and construction activities associated with development of the proposed project. Hazards and hazardous materials impacts are generally site-specific and/or have limited mobility, and would not be expected to have cumulatively considerable effects beyond this distance. Hazards and Hazardous material impacts are generally site-specific and/or have limited mobility. Implementation of the Draft Master Plan would help to ensure that existing hazardous materials contamination on the Plan Area is remediated. As with other residential developments within the Town of Truckee, the project would contribute to an increase in the generation of household hazardous wastes in the Town Given the residential and commercial uses allowed for the proposed projects, it is unlikely that the project would involve the use or storage of large quantities of hazardous materials or waste. The proposed project would not result in significant cumulative hazardous materials impact.

l. Utilities. The geographic area considered for the utilities analysis consists of the services areas for each utility. Implementation of the Draft Master Plan would increase the demand on utility providers and infrastructures in the Plan area. None of the various public services or utilities analyzed would experience significant impacts that could not be mitigated to a less-than-significant level. As such, no significant cumulative impact would result. A Water Supply Assessment determined that there is adequate water supply for the Implementation of the Draft Master Plan, as well as future development anticipated within the jurisdiction of the Truckee Donner Public Utility District.

m. Public Services. The geographic area considered for the public services cumulative analysis consists of the Town of Truckee since the majority of services are provided throughout the Town. Implementation of the Draft Master Plan, and development in the Town, would result in a cumulative increase in the demand for public services, parks, and recreation facilities. This cumulative increase could result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. However, future development would occur pursuant to General Plan policies and mitigation

measures adopted for the General Plan that reduce the potential impact on services to less-than-significant levels (including payment of the Town's development impact fees and school fees). As a result, implementation of the Draft Master Plan together with the impact of planned and future development would not result in significant cumulative public service impacts.

Page 107, Table IV.C-4, has been amended as follows:

Table IV.C-4 Truckee Railyard No Project 2008 PM Peak Hour Level of Service

	Intersection	Control Type	Total Intersection		Worst Movement	
			Delay Sec/veh	LOS	Delay Sec/veh	LOS
Summer						
1	SR 89 South/West River Street	Signal	12.9	B	–	–
2	West River Street/McIver Crossing	Unsignalized	11.1	B	~~39.0~~ 57.6	~~E~~ F[a]
3	Donner Pass Road/McIver Crossing	Roundabout	8.2	A	15.9	C
4	Donner Pass Road/I-80 Central Interchange WB Off Ramp	Unsignalized	4.6	A	~~29.5~~ 47.8	~~D~~ E
5	Donner Pass Road/I-80 Central Interchange EB Off Ramp/High St	Unsignalized	2.9	A	37.2	E
6	Donner Pass Road/Spring Street	Unsignalized	5.5	A	77.6	F[a]
7	Donner Pass Road/Bridge Street	Unsignalized	31.8	D	**79.4**	**F**
8	Bridge Street/Church Street	Unsignalized	~~5.2~~ 3.2	A	~~13.7~~ 10.7	B
9	Bridge St/ Jibboom Street-High Street	Unsignalized	~~4.6~~ 9.4	A	~~12.3~~ 16.9	B
10	Donner Pass Road/Church Street	Unsignalized	4.9	A	27.2	D
11	Donner Pass Road/Keiser Street	Unsignalized	3.9	A	34.0	D
12	Donner Pass Road/Glenshire Drive	Unsignalized	~~9.9~~ 9.4	A	~~59.0~~ 53.8	F[a]
13	Donner Pass Road/I-80 Eastern Interchange EB Off Ramp	Unsignalized	~~6.5~~ 5.7	A	~~24.8~~ 30.2	C
14	Donner Pass Road/I-80 Eastern Interchange WB On Ramp	Unsignalized	0.8	A	9.3	A
15	Donner Pass Road/Pioneer Trail	Unsignalized	9.7	A	~~27.0~~ 54.7	D
16	SR 89 North/Donner Pass Road	Roundabout	5.3	A	12.9	B
17	SR 89 North/SR 267/I-80 Ramps EB Ramps	Signal	~~20.3~~ 19.0	C	–	–

	Intersection	Control Type	Total Intersection Delay Sec/veh	Total Intersection LOS	Worst Movement Delay Sec/veh	Worst Movement LOS
18	SR 89 North/SR 267/I-80 Ramps WB Ramps	Signal	~~16.8~~ 16.1	B	–	–
19	Bridge Street/West River Street	Unsignalized	**68.4**	**F**	**OVFL[b]**	**F**
20	Brockway Road/Palisades Drive	Signal	~~27.9~~ 17.0	~~C~~ B	–	–
21	Brockway Road/Martis Valley Road	Roundabout	7.0	A	12.7	B
22	SR 267/Brockway Road/Soaring Way	Signal	~~43.4~~ 53.0	D	–	–
23	SR 267/Airport Road/Schaffer Mill Road	Signal	~~34.3~~ 29.8	C	–	–
24	SR 267/Northstar Drive	Signal	10.9	B	–	–
25	SR 267/SR 28	Signal	~~31.2~~ 35.8	~~C~~ D	–	–
28	89 South/Donner Pass Road/Frates Lane	Signal	**59.9**	**E**	–	–
Winter						
1	SR 89 South/West River Street	Signal	11.0	B	–	–
23	SR 267/Airport Road/Schaffer Mill Road	Signal	40.5	D	–	–
24	SR 267/Northstar Drive	Signal	15.4	C	–	–
25	SR 267/SR 28	Signal	38.1	D	–	–

Bold indicates level of service standard exceeded.
[a] As no more than 4 vehicle-hours of delay were found on any traffic movement, this intersection still attains level of service standard.
[b] OVFL represents overflow conditions where delays per vehicles exceed 200 sec/veh and cannot be accurately estimated.
Source: LSC Transportation Consultants, Inc., 2008.

Page 124, Table IV.C-9, has been amended as follows:

Table IV.C-9 Truckee Railyard Plus Project 2008 PM Peak Hour Level of Service

	Intersection	Control Type	Total Intersection Delay Sec/veh	Total Intersection LOS	Worst Movement Delay Sec/veh	Worst Movement LOS
Summer						
1	SR 89 South/West River Street	Signal	13.7	B	–	–
2	West River Street/McIver Crossing	Unsignalized	19.1	C	121.7	**F**
3	Donner Pass Road/McIver Crossing	Roundabout	8.8	A	18.2	C
4	Donner Pass Road/I-80 Central Interchange WB Off Ramp	Unsignalized	5.5	A	~~35.4~~ 58.5	~~E~~ F[a]

	Intersection	Control Type	Total Intersection		Worst Movement	
			Delay Sec/veh	LOS	Delay Sec/veh	LOS
5	Donner Pass Road/I-80 Central Interchange EB Off Ramp/High St	Unsignalized	3.5	A	47.4	E
6	Donner Pass Road/Spring Street	Unsignalized	6.6	A	105.5	F[a]
7	Donner Pass Road/Bridge Street	Unsignalized	94.7	**F**	OVFL[b]	**F**
8	Bridge Street/Church Street	Unsignalized	4.7	A	12.3	B
9	Bridge St/ Jibboom Street-High Street	Unsignalized	6.2	A	12.8	B
10	Donner Pass Road/Church Street	Unsignalized	22.9	C	61.6	**F**
11	Donner Pass Road/Keiser Street	Unsignalized	3.2	A	24.2	C
12	Donner Pass Road/Glenshire Drive	Unsignalized	4.6	A	20.1	C
13	Donner Pass Road/I-80 Eastern Interchange EB Off Ramp	Unsignalized	8.4	A	~~32.3~~ 55.9	~~D~~ F[a]
14	Donner Pass Road/I-80 Eastern Interchange WB On Ramp	Unsignalized	1.2	A	9.7	A
15	Donner Pass Road/Pioneer Trail	Unsignalized	13.1	B	93.2	F[a]
16	SR 89 North/Donner Pass Road	Roundabout	5.8	A	13.6	B
17	SR 89 North/SR 267/I-80 Ramps EB Ramps	Signal	20.2	C	–	–
18	SR 89 North/SR 267/I-80 Ramps WB Ramps	Signal	16.8	B	–	–
19	Bridge Street/West River Street	Unsignalized	OVFL	**F**	OVFL	**F**
20	Brockway Road/Palisades Drive	Signal	17.6	C	–	–
21	Brockway Road/Martis Valley Road	Roundabout	7.1	A	13.1	B
22	SR 267/Brockway Road/Soaring Way	Signal	57.0	E	–	–
23	SR 267/Airport Road/Schaffer Mill Road	Signal	32.4	C	–	–
24	SR 267/Northstar Drive	Signal	11.1	B	–	–
25	SR 267/SR 28	Signal	31.8	C	–	–
26	DPR/DPR Extension	Unsignalized	13.8	B	16.5	C
27	Glenshire Dr/DPR Extension	Unsignalized	6.9	A	23.0	C
28	89 South/DPR/Frates Lane	Signal	71.1	**E**	–	–
Winter						
1	SR 89 South/West River Street	Signal	13.1	B	–	–
23	SR 267/Airport Road/Schaffer Mill Road	Signal	44.9	D	–	–
24	SR 267/Northstar Drive	Signal	15.6	C	–	–
25	SR 267/SR 28	Signal	31.0	C	–	–

Bold indicates level of service standard exceeded.
[a] As no more than four vehicle-hours of delay were found on any traffic movement, this intersection still attains level of service standard.
[b] OVFL represents overflow conditions where delays per vehicles exceed 200 sec/veh and cannot be accurately estimated.
Source: LSC Transportation Consultants, Inc., 2008

Pages B-2 through B-92 of Appendix B have been revised as follows:

The table name is corrected to read as: Table ~~A~~ B-1: Relationship of Master Plan to Relevant Plans and Policies.

Pages 11 through 38, Table II-1 has been amended as follows:

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
A. LAND USE			
The project would not result in any significant impacts related to land use.			
B. POPULATION, EMPLOYMENT AND HOUSING			
The project would not result in any significant impacts related to population, employment, or housing impacts.			
C. TRANSPORTATION, CIRCULATION AND PARKING			
TRAF-1: Assuming no change from the existing intersection configuration, buildout of the Master Plan would cause select movements at the West River Street/McIver Crossing intersection to degrade from LOS E to LOS F.	S	TRAF-1: At the West River Street/McIver Crossing intersection, the existing westbound left-turn lane shall be restriped as a two-way left-turn lane in order to improve the level of service from LOS F to LOS D by allowing two-stage, left-turn movements from McIver Crossing to West River Street eastbound. This strategy is appropriate given the low posted speed limit (25 mph) and the relatively low westbound left turn volume. The improvements required in this measure shall be completed prior to issuance of the first Certificate of Occupancy for the any project in the Master Plan Area.	LTS
TRAF-2: Buildout of the Master Plan would significantly contribute to existing 2008 No Project conditions deficient level of service operations at the intersection of Donner Pass Road/Bridge Street.	S	TRAF-2: At the Donner Pass Road/Bridge Street intersection install a traffic signal to improve the level of service operation from LOS F to LOS D. Installation of a signal at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement. If the installation of the traffic signal is not completed by the Town prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area, the project applicant shall construct said improvement using traffic impact fees collected by the traffic impact fee program through a reimbursement agreement with the Town.	LTS
TRAF-3: Buildout of the Master Plan would cause select movements at the Donner Pass Road/Church Street intersection (relocated to the east as part of the project roadway modifications) to degrade from LOS D to LOS F assuming no change from the existing single-lane eastbound and westbound approaches controlled by stop signs.	S	TRAF-3: At the Donner Pass Road/Church Street intersection, provide separate westbound and eastbound left turn and through/right lanes to improve the worst movement to LOS E. This intersection shall be controlled by stop signs on the eastbound and westbound approaches. The improvements required in this measure shall be completed prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
TRAF-4: Buildout of the Master Plan would contribute to existing 2008 No Project conditions deficient level of service operations at the intersection of Bridge Street/West River Street/East River Street.	S	TRAF-4: At the Bridge Street/West River Street/East River Street intersection install a traffic signal to provide adequate level of service (LOS E or better). Installation of a signal at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement. If the installation of the traffic signal is not completed by the Town prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area, the project applicant shall construct said improvement using traffic impact fees collected by the traffic impact fee program through a reimbursement agreement with the Town.	LTS
TRAF-5: Buildout of the Master Plan would contribute to existing 2008 No Project conditions deficient level of service operations at the intersection of SR 89 South/Donner Pass Road/Frates Lane.	S	TRAF-5: Intersection improvements are required in order to maintain the required Town of Truckee Level of Service standards at the SR 89 South/Donner Pass Road intersection under existing conditions. The Town General Plan identifies both short range and long range improvements for this intersection. Short range improvements are defined as a combination of roadway striping and signal phasing modifications that do not require roadway widening. The applicant shall perform a detailed intersection analysis, at the applicant's expense, to determine the combination of short range improvements which will maximize intersection capacity at this location. The traffic study for another project (Royal Ridge) included a preliminary review of short range improvements which demonstrates that there are feasible short range improvements that can be implemented which will improve this intersection to acceptable levels under existing plus project conditions. The detailed intersection analysis required by this condition may identify other combinations of re-striping and/or signal phasing improvements beyond those identified in the traffic study which will maximize the short range future capacity of this intersection within the existing roadway widths. The intersection improvements identified through the detailed intersection analysis will be determined during the review of the improvement plans, and approved by the Town Engineer, prior to building permit issuance. Prior to temporary or final Certificate of Occupancy of any buildings, the applicant shall implement the approved intersection improvements, at the applicant's expense.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
TRAF-5 *cont'd*		The applicant may request reimbursement of a fair-share portion of the short-range improvements from future discretionary Category 3 and 4 projects (as defined by General Plan Table CIR-6) that add traffic to the SR 89 South/Donner Pass Road intersection. It is the intent of the Town to include language requiring such projects to reimburse this project for their fair-share cost of the short-range as a part of the future land use conditions of approval; however, it will be the responsibility of this project to request that such a condition be placed on applicable projects prior to project approval.	
TRAF-6: The intersection of West River Street/McIver Crossing would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-6: At the intersection of West River Street/McIver Crossing, provide a single-lane roundabout to improve the level of service from LOS F to LOS A. Installation of a single-lane roundabout at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-7: The Donner Pass Road/Bridge Street intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-7: In addition to implementation of Mitigation Measure TRAF-2 (install a traffic signal Donner Pass Road/Bridge Street intersection), provide a northbound left-turn lane and southbound left-turn lane to improve the level of service. Level of service at this intersection cannot be mitigated to acceptable levels within the parameters identified by the Town, even with provision of traffic signals and limited roadway widening. As the proposed Railyard Master Plan project would increase traffic through these intersections with future no-project deficiencies, the project would have a significant and unavoidable impact on level of service at this intersection.	SU
TRAF-8: The Donner Pass Road/I-80 Eastern Interchange Eastbound Off Ramp intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-8: At the Donner Pass Road/I-80 Eastern Interchange Eastbound Off Ramp intersection, signalize, or provide a single-lane roundabout to improve intersection level of service from LOS F to LOS C (with roundabout) and B (with signal). Installation of a single- lane roundabout at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-9: The SR 89 North/SR 267/I-80 Eastbound Ramps intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-9: At the SR 89 North/SR 267/I-80 Eastbound Ramps intersection, provide a two-lane roundabout with northbound-to-eastbound slip lane to improve the level of service from LOS F to LOS B. Provision of a roundabout at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
TRAF-10: The SR 89 North/SR 267/I-80 Westbound Ramps intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-10: At the SR 89 North/SR 267/I-80 Westbound Ramps intersection, provide a two-lane roundabout and northbound-to-westbound loop ramp to improve the intersection from LOS F to LOS A. (Note that the current interchange was designed to accommodate this loop ramp). Provision of a roundabout at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-11: The Bridge Street/West River Street intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-11: Implementation of Mitigation Measure TRAF -4 includes construction of a traffic signal at the Bridge Street/West River Street intersection. However, in the 2025 No Project and 2025 Plus Project scenarios, the level of service at this intersection cannot be mitigated to acceptable levels within the parameters identified by this analysis, even with provision of traffic signals and limited roadway widening. As the proposed Railyard Master Plan project would increase traffic through these intersections with future no-project deficiencies, the project would have a significant and unavoidable impact on level of service at this intersection.	SU
TRAF-12: The SR 267/Brockway Road/Soaring Way intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-12: At the SR 267/Brockway Road/Soaring Way intersection, either expand the existing signalized intersection (adding a second northbound left lane, second northbound through lane, separate northbound right lane, second southbound through lane, second eastbound left lane, separate eastbound through lane, and separate westbound through lane) or provide a multi-lane roundabout to improve the intersection operation from LOS F to LOS D. Provision of major improvements at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-13: The SR 267/Airport Road/Schaffer Mill Road intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-13: At the SR 267/Airport Road/Schaffer Mill Road intersection, install a second northbound through lane and second southbound through lane to improve the intersection operation from LOS F to LOS C. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County's Tahoe Resorts Benefit District impact fee program. This improvement list includes "SR 267: County line to south of Northstar Drive – Widen to four lanes/Intersections improvements," which can be considered to address the SR 267/Airport Road/Schaeffer Mill Road improvements. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
TRAF-14: The SR 89 South/Donner Pass Road/Frates Lane intersection would operate at a deficient level of service in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-14: At the SR 89 South/Donner Pass Road/Frates Lane intersection, provide separate northbound left and northbound through/right lanes and eastbound right overlap phase or provide a two-lane roundabout to improve the intersection operation from LOS E to LOS D or LOS B, respectively. Provision of major improvements at this intersection is included in the Town's traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-15: SR 267 between I-80 and Brockway Road – Peak-hour peak direction volume (1,930) is forecast to exceed the Town's capacity limit of 1,850 ~~1,890~~ by 4 ~~2~~ percent in the 2025 No Project condition; implementation of the Master Plan would increase the number of hours of deficient level of service operations (LOS E or F) from approximately 9 hours of delay annually under the 2025 No Project condition to approximately 14 hours of delay under the 2025 Plus Project condition.	S	TRAF-15: Providing adequate vehicle capacity over the Truckee River is of great concern to the Town and regional transportation agencies. Although there are currently no published plans or existing fee programs to increase capacity over the river, it is not the intent of this EIR to except the proposed project from payment of future impact fees related to increased capacity over the river. The Town will investigate the most appropriate means for increasing vehicle capacity over the Truckee River, including a fair share analysis of widening the Bypass to 4 lanes. The proposed project will contribute its fair share, not to exceed $100,000, toward the preparation of said study to determine the means by which capacity over the river could be increased. Said contribution shall be in place prior to approval of a major subdivision or building permit issuance for new buildings within the Master Plan Area. The Town shall complete said study prior to commencement of development of Phase 2 of the Master Plan. Upon determining the appropriate implementation measure, the Town shall revise its impact fee program. The proposed project will contribute to the cost of the improvement through payment of traffic impact fee program fees in effect at the time of development. ~~TRAF-15: Widening this segment of SR 267 to four lanes is included in Caltrans long range plans as the "ultimate facility" (State Route 267 Transportation Concept Report, Caltrans, October 2004), but is not identified as the "20 year concept facility." In addition, this expansion is not included in the Town of Truckee's traffic impact fee program, and no funding has been identified for this expansion by the Town, Caltrans, or the Nevada County Transportation Commission. As a result, this improvement can be considered to be infeasible within the 20-year analysis horizon of this EIR. In addition, this widening would conflict with Town policy: Policy 6.4 of the General Plan states "Maintain Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection at two lanes." This impact is therefore considered to be significant and unavoidable.~~	SU

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
TRAF-16: SR 267 between Brockway Road and Airport Road/Schaffer Mill Road – While attaining the Town's standard north of the County line, the daily traffic volume is forecast to be 40 percent higher than the Placer County standard south of the County line in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-16: Widening of SR 267 to four travel lanes between Brockway Road/Soaring Way and the Town/County line is already included in the Town of Truckee traffic impact fee program, while widening to four travel lanes from the Town/County line to Airport Road/Schaffer Mill Road is included in the Placer County Tahoe Resorts Benefit District traffic impact fee program. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County's Tahoe Resorts Benefit District impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS
TRAF-17: SR 267 between Airport Road/Schaffer Mill Road and Northstar Drive – The forecast daily traffic volume (25,700) is 3 percent greater than Placer County's identified capacity of 25,000 in the 2025 No Project condition; implementation of the Master Plan would contribute to deficient level of service operations.	S	TRAF-17: Widening of SR 267 to four travel lanes between the Town/County line and Northstar Drive is included in the Placer County Tahoe Resorts Benefit District traffic impact fee program. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County's Tahoe Resorts Benefit District impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
D. AIR QUALITY			
AIR-1: Demolition and construction period activities could generate significant dust, exhaust, and organic emissions.	S	AIR-1: The project applicant shall submit a grading plan for the project which includes the following conditions: a. Open burning is prohibited. Alternatives to open burning of vegetative material will be used. ~~unless otherwise deemed infeasible by the Town Planner.~~ Among suitable alternatives are chipping, mulching or conversion to biomass fuel. b. The applicant shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction. c. Temporary traffic control shall be provided during all phases of construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans. d. Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable. e. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of ambient air standard during the dry season. Watering should occur at least twice daily, with complete site coverage during the dry season. f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions. g. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads. h. All land clearing, grading, earth moving, or excavation activities on a Plan Area shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
AIR-1 *cont'd*		i. All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply County-approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. j. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle. k. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary to remove excessive or visibly raised accumulations of silt and/or mud which may have resulted from activities at the Plan Area. l. Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip if necessary. m. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.	
AIR-2: Implementation of the Master Plan would result in an increase in Long Term Regional Emissions that would exceed the Northern Sierra Air Quality Management District Significance Criteria.	S	AIR-2: The project applicant shall implement the following mitigation measures: a. Each residence shall be equipped with a non-wood burning source of heat. 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 Plan Area 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. All new solid fuel burning appliances shall be EPA Phase II Certified and limited to one wood-burning appliance per residence. 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 the Town Council resolution and in effect at the time of building permit issuance or final map recordation. b. The project shall provide for on-site bus turnouts, passenger benches, and shelters as demand and service routes warrant, subject to review and approval by the Town Engineer.	SU

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
AIR-2 *cont'd*		c. The proposed project shall contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, easements, etc. The Town Engineer shall be consulted for specific needs. d. All inactive portions of the development site (previously graded areas which remain inactive for 96 hours) shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply Town-approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas in accordance with the local grading ordinance. e. The project shall provide for pedestrian access between bus service and major transportation points within the project where feasible. f. The project shall contribute a proportion share to traffic-flow improvements (i.e., right-of-way, capital improvements) that reduce emissions and are not considered as substantial growth-inducing. The local transportation agency shall be consulted for specific needs. g. A particulate matter emissions study meeting the requirements of the *Particulate Matter Air Quality Management Plan* shall be submitted in order to estimate the amount of emissions associated with full build-out of the project and generated from vehicle tail pipes and re-entrained road dust. The study shall be prepared by traffic and air quality consultants who have been approved by the Town Planner prior to preparation of the study. The study shall be consistent with the emissions 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, the applicant shall pay an air quality mitigation fee to the Air Quality Mitigation fund to offset PM10 emissions from vehicle tail pipes 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. Even with implementation of this multipart mitigation measure, emissions would exceed the regional emission threshold. Additional measures are not available to reduce regional air quality impacts to a less-than-significant level. Therefore, this impact would be significant and unavoidable.	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
AIR-3: Implementation of the Master Plan could result in construction activities unexpectedly encountering hazard materials or hazardous waste in soil that could result in exposure of persons in the Plan Area to stationary source toxic air contaminants.	S	AIR-3: The project applicant shall implement mitigation measures HAZ-1, HAZ-2a, and HAZ-2b.	LTS
E. NOISE AND VIBRATION			
NOI-1: Construction period activities could create significant short-term noise impacts on existing noise sensitive land uses adjacent to the Plan Area, and on buildings constructed within the Plan Area that would become occupied before full buildout of the Plan Area.	S	NOI-1: In accordance with Town standards, the following multi-part mitigation measure shall be implemented to reduce construction-related noise impacts to a less-than-significant level. The Town shall condition approval of new development within the Railyard Master Plan Area as follows: NOI-1a: During all construction, the project sponsor shall comply with all of the standard construction noise control measures of the Town's General Plan Policy P3.13, outlined as follows: a. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; b. Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area; c. Utilize "quiet" air compressors and other stationary equipment where appropriate technology exists; and d. The project sponsor shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., staring too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the construction Plan Area. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information of the construction schedule and the telephone number for noise complaints.	LTS
NOI-1 *cont'd*		NOI-1b: The construction contractor shall ensure that all noise producing ~~general~~ construction related activities are restricted to the hours of 7:00	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
		a.m. to 6:00 ~~9:00~~ p.m. on any day except Sunday, and from 9:00 a.m. to 6:00 p.m. on Sunday. Noise producing construction activities include any activity (using mechanical equipment or otherwise) that would produce noise levels in excess of the Exterior Noise Standards of Section 18.44.040 of the Town's Municipal Code. This measure will apply to all development associated with buildout of the Railyard Master Plan. Implementation of the above two measures would ensure construction-related noise impacts are not significant.	
NOI-2: Implementation of the Truckee Railyard Master Plan could expose noise sensitive land uses within the Railyard Master Plan Area to railroad-related noise levels in excess of normally acceptable standards.	S	NOI-2: To reduce railroad-related noise impacts on proposed noise sensitive developments within the Plan Area, the following measures shall be implemented: a. All residential outdoor active use areas shall comply with a minimum 200-foot setback from the centerline of the railroad main line; and any such uses that would be located within 355 feet of the railroad centerline of the railroad main line shall, to the extent feasible, be shielded from direct exposure to the railroad main line by strategically locating them so that the line of sight to the railroad line is blocked by intervening buildings to achieve an exterior noise level of 65dBA; b. Any portions of residential units that would be constructed within 200 feet of the railroad centerline shall incorporate upgraded window and wall assemblies with a minimum sound transmission class rating of STC-34. Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed as required to meet an interior noise level of 45dBA; c. All residential units constructed within 200 and 355 feet of the railroad centerline or anywhere in the Plan Area having a direct line of sight to the railroad shall incorporate an alternative form of ventilation to ensure that windows can remain closed for a prolonged period of time; d. All residential façades constructed within 355 feet of the railroad centerline with a direct line of sight to the railroad shall incorporate upgraded window and wall assemblies with a minimum sound transmission class of STC-30; and e. All noise sensitive development projects within the Master Plan Area must submit documentation to the Town's Planners prior to issuance of building permits which details the design features that would be incorporated into the project to reduce train-related noise impacts.	SU

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
NOI-2 *cont'd*		Implementation of these mitigation measures would mitigate railroad noise levels to comply with the Town's General Plan exterior noise level standard of 65 dBA CNEL and the interior noise level standard of 45 dBA CNEL for new mixed-use residential developments. However, achievement of the mitigation measure for exterior outdoor areas may not be feasible in all cases depending on final project design. It may be the Town's desire to have some outdoor area that exceeds the standard of 65 dBA. If that occurs this impact would be significant unavoidable. Additionally, railroad-related maximum and single-event noise level impacts and noise impacts resulting from the noticeable tonal content of train horns would still occur. While these noise impacts are short-term, sleep disturbance for a maximum of 10 percent of the population and some level of annoyance would be expected to occur for new residential development constructed within the Plan Area. As a result this impact would remain a significant and unavoidable impact.	
F. GEOLOGY, SOILS AND SEISMICITY			
GEO-1: Seismically-induced ground shaking at the project could result in damage to life and/or property.	S	GEO-1: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared by a licensed professional and submitted to the Town of Truckee Building and Safety Division for review and confirmation that the proposed development fully complies with the California Building Code of 2007 or latest version in effect. Compliance with the 2007 California Building Code (CBC) requires that (with very limited exceptions) structures for human occupancy be designed and constructed to resist the effects of earthquake motions. The Seismic Design Category for a structure is determined in accordance with either; CBC Section 1613 - Earthquake Loads or American Society of Civil Engineers (ASCE) Standard No. 7-05, Minimum Design Loads for Buildings and Other Structures. In brief, based on the engineering properties and soil-type of soils at a proposed site, the site is assigned a Site Class ranging from A to F. The Site Class is then combined with Spectral Response (ground acceleration induced by earthquake)	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
GEO-1 *cont'd*		information for the location to arrive at a Seismic Design Category ranging from A to D; D being the most severe conditions. The classification of the site and related calculations must be determined by a qualified person and are site-specific. The report shall describe the Plan Area's geotechnical conditions and address potential seismic hazards, such as seismically-induced shaking. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the *Guidelines for Evaluating Seismic Hazards in California*. All mitigation measures, design criteria, and specifications set forth in the geotechnical and any required soils reports shall be followed. Compliance with the investigation, design and engineering requirements as set forth by the Town of Truckee and the latest version of the CBC will serve to minimize the hazards presented by seismic shaking at the Plan Area. Exposure to seismic hazards is a generally accepted part of living in California and therefore the mitigation measure described above reduces the potential hazards associated with seismic activity to a less-than-significant level.	
GEO-2: Structures or property at the project could be adversely affected by settlement or differential settlement of project soils.	S	GEO-2: In locations underlain by non-engineered fill, the designers of building foundations and other improvements (including the sidewalks, roads, and underground utilities) shall consider these conditions. The design-level geotechnical investigation and soils investigation, to be prepared by licensed professionals and approved by the Town of Truckee Division of Building and Safety, shall include measures to ensure potential damages related to non-uniformly compacted fill are minimized. Mitigation options may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill to design and construction of improvements to withstand the forces exerted during the expected winter weather cycles and settlements. Additionally, site conditions shall be evaluated for frost heave potential and site-specific recommendations formulated to minimize impacts due to freezing and thawing cycles. All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed to reduce impacts associated with settlement and differential settlement to a less-than-significant level.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
GEO-3: Glenshire Drive improvements of the proposed project could be adversely affected by slope stability impacts.	S	GEO-3: Where slope cuts may be necessary to accommodate the realignment of local roads, the designers of road improvements shall consider slope stability conditions. The design-level geotechnical investigation and soils investigation, to be prepared by licensed professionals and approved by the Town of Truckee Division of Building and Safety and Town Engineer, shall include measures to ensure potential damages related to slope stability issues are minimized. Mitigation options may range from cutting back slopes sufficiently to achieve stable slope geometry to engineered improvements including retaining walls, hillside reinforcement with subsurface anchors, or raising the grade of the road bed to minimize the necessity for road cuts. All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed to reduce impacts associated with slope stability issues to a less-than-significant level.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
G. HYDROLOGY AND STORM DRAINAGE			
HYD-1: Construction activities could result in degradation of water quality in the receiving waters by reducing the quality of stormwater runoff.	S	HYD-1: The project proponent shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality throughout the construction period of the project. The SWPPP must be maintained on-site and made available to Town inspectors and/or Water Board staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. In addition, if appropriate based on the anticipated seasons for development activities, the erosion control and drainage plans ~~SWPPP~~ shall include detailed to snow handling procedures, snow storage sites and winter-time BMPs designed to minimize water quality impacts, and effectively manage spring runoff from snow storage to ensure that impacts Trout Creek and the Truckee River are minimized. An important component of the stormwater quality protection effort is the knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. ~~The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.~~	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HYD-1 *cont'd*		~~The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, which must include both dry and wet weather inspections. In addition, in accordance with SWRCB Resolution No. 2001-046, monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff."~~ BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of fiber rolls, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control; that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydro-seeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions. The Town of Truckee Department of Engineering shall review and approve the plans ~~SWPPP~~ prior to approval of the grading plan. ~~Town staff may require more stringent stormwater treatment measures, at their discretion.~~ Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level.	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HYD-2: Post-construction site uses could result in degradation of water quality in the receiving waters by reducing the quality of stormwater and snowmelt runoff.	S	HYD-2: Project proponents shall prepare an erosion control and drainage report demonstrating consistency with the Town's adopted ~~have a~~ storm water management plan (SWMP), and related Town Engineering ordinances and standards. ~~prepared by a qualified professional, prior to issuance of the grading permit(s).~~ The erosion control plan and drainage report ~~SWMP~~ shall demonstrate, through detailed hydraulic analysis, that implementation of proposed drainage plans would result in treatment of the runoff from the site (in compliance with the Town NPDES permit). The qualified professionals preparing the design-level erosion control plan and drainage report ~~SWMP~~ shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance Best Management Practices (BMPs) (e.g., grassy swales, porous pavements) are preferred by the Water Board. The Town shall ensure that the project design includes features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project to the maximum extent practicable. These features shall be included in the ~~SWMP and~~ final development drawings. In addition, a Water Monitoring Plan shall be established for the Master Plan area. The WMP shall be consistent with the Truckee River Water Quality Management Plan. The WMP shall ensure that long-term water quality monitoring. The WMP shall be subject to review and approval by the Town Engineering Department and Lahontan Regional Water Quality Control Board. The SWMP includes by reference Attachment 4 of WQO 2003-0005-DWQ (CAS000004), which provide specific design standards applicable to the project based on the size and nature of the proposed project. As specified by the MS4 General Permit, all new development projects, regardless of size, should incorporate appropriate source control and site design measures that minimize stormwater pollutant discharges to the maximum extent practicable. The proposed project would be required to comply with the terms of the SWMP and WQO Attachment 4, including (but not limited to):	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HYD-2 *cont'd*		**A. Numeric Sizing Criteria for Pollutant Removal Treatment Systems.** The project must include source controls, design measures, and treatment controls to minimize stormwater pollutant discharges. Treatment controls must be sized to treat a specific amount – about 85 percent – of average annual runoff. **B. Operation and Maintenance of Treatment Measures.** Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&M) program, which includes: 1) identifying the properties with treatment controls; 2) developing agreements with private entities to maintain the controls, and 3) periodic inspection, maintenance (as needed), and reporting. **C. Limitation on Increase of Peak Stormwater Runoff Discharge Rates**. Urbanization creates impervious surfaces that reduce the landscape's natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion. Projects must evaluate the potential for this to occur and provide mitigation as necessary. As per Water Board Basin Plan implementation guidance regarding salt and traction sand use for road and walkway maintenance, salt or traction sand shall be applied in a careful, well-planned manner, by competent, trained crews. Should even the "proper" application of salt be shown to cause adverse water quality impacts, the Water Board would require that it no longer be used in environmentally sensitive areas. Should an alternate deicer be shown to be effective, environmentally safe, and economically feasible, its use shall be encouraged in lieu of salt. The design and implementation of BMPs for the	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HYD-2 *cont'd*		project shall integrate, as feasible, features that will minimize the impact of deicing compounds and sedimentation impacts related to sanding or other ice control methods, including considering impacts related to accumulated pollutants in seasonal snow storage and the relatively sudden release of the accumulated materials during periods of thaw and rain. BMPs shall be sized appropriately and operations and maintenance schedules shall account for these seasonal differences. The design team for the development project shall review and incorporate as many concepts as practicable from *Start at the Source, Design Guidance Manual for Stormwater Quality Protection* and the California Stormwater Quality Association's *Stormwater Best Management Practice Handbook, New Development and Redevelopment*. Any enclosed parking areas shall not be drained to the stormwater conveyance system. The garages should be dry-swept or, if washdown water is used the effluent should be discharged to the sanitary sewer system under permit from the Town of Truckee. The Town of Truckee Department of Engineering shall review and approve the ~~SWMP~~ erosion control and drainage plans prior to approval of the grading plan. ~~Town staff may require more stringent stormwater treatment measures, at their discretion.~~ Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level. (LTS)	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HYD-3: Dewatering may contain contaminants and if not properly managed could cause health and safety-related impacts to construction workers and the environment.	S	HYD-3: The SWPPP shall include provisions for the proper management of construction-period dewatering activities. At minimum, all dewatering shall be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary to ensure that only sediment-free water is discharged to the storm or sanitary sewer system, as appropriate. In areas of suspected groundwater contamination (i.e., near sites where chemical releases are known or suspected to have occurred), the groundwater shall be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the project proponent shall acquire the appropriate permit(s) prior to discharge of the dewatering effluent. Discharge of the dewatering effluent may require a permit from the Water Board (for discharge to the storm sewer system) and/or the Town of Truckee (for discharge to the sanitary sewer system). Proper implementation of the mitigation measure described above would reduce this impact to a less-than-significant level.	LTS
HYD-4: Alteration of the site drainage patterns could potentially result in exceedance of the capacity of downstream stormwater conveyance structures, resulting in localized flooding.	S	HYD-4: The project shall implement Low Impact Development (LID) design standards and participate in the Leadership in Energy Environmental Design Neighborhood Development (LEED-ND) Pilot Program, including advanced stormwater management techniques, as feasible. Should the LEED-ND Pilot Program not become a certified LEED program, the project shall still be required to incorporate relevant energy and environmental design measures from the LEED-ND Pilot Program into the development of the project. As a condition of approval of the final grading and drainage plans for the project, the project proponent shall demonstrate through the preparation of a detailed ~~hydraulic~~ hydrologic analysis, to be prepared by a licensed professional, that implementation of the proposed drainage plans would not increase total off-site peak flow rates, or exceed the capacities of local system components or if redirected drainage would exceed the capacity of downstream components, that the project would construct improvements and/or increase the conveyance capacity of these undersized components. The analysis shall respect the determination and mapping of the 100-year floodplain completed as part of the Trout Creek Restoration project for the floodplain located within the Master Plan boundary. Development (e.g., new home construction) within 20 feet of the 100-year floodplain is prohibited. The project must use drainage	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
		components that are designed in compliance with Town of Truckee standards. The grading and drainage plans shall be reviewed for compliance with these requirements by the Town of Truckee Planning, Building, and Engineering Departments. Any improvements deemed necessary by the Town will be part of the conditions of approval. Development associated with the Master Plan will also be subject to Lahontan Regional Water Quality Control Board discharge prohibitions. As noted in the Lahontan Basin Plan, the discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited. (Exemptions to this prohibition may be granted by the Regional Board or its Executive Officer for certain projects subject to specific requirements for exemptions in the Basin Plan).The proponent will fully implement the recommendations of the hydrologic analysis consultant and the recommendations of the Town of Truckee in compliance with the conditions of approval. Implementation of this mitigation measure would reduce potential impacts associated with increased peak runoff volumes to a less-than-significant level.	
HYD-5: Existing water supply wells present the potential for migration of urban pollutants to the aquifer.	S	HYD-5: During the Railyard Draft Master Plan development process, any existing water supply well within the proposed Plan Area shall either be: HYD-5a: Inspected by a qualified professional to determine whether the well is properly sealed at the surface to prevent infiltration of water-borne pollutants into the well casing or surrounding gravel pack. The California Well Standards require an annular (ring-shaped) surface seal of at least 20 feet. If the wells are found not to comply with this requirement, the project sponsor shall retain a qualified well driller to install the required seal. Documentation of the inspections and seal installations, if any, shall be provided to the Town prior to final approval of any future grading plans; or HYD-5b: Properly abandoned in compliance with the California Department of Water Resources, California Well Standards, and Nevada County Community Development Agency, Environmental Health Department prior to final approval of the grading plan. Implementation of one of the above mitigation measures would reduce this impact to a less-than-significant level.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
H. BIOLOGICAL RESOURCES			
BIO-1: Yellow Warbler/Nesting Birds. Implementation of the project could impact nesting yellow warbler and/or other birds.	S	BIO-1: The following measures shall be implemented to mitigate for potential impacts to nesting birds: BIO-1a: If possible, all trees, brush and other potential nesting habitat that willbe impacted by project construction shall be removed during the non-nesting season (September 1 through February 28). BIO-1b: If suitable nesting habitat cannot be removed during the non-nesting season and project construction is to begin during the nesting season (March 1 through August 31), all suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys shall be conducted no more than 14 days prior to the start of work. If an active nest is discovered, a 100-foot buffer shall be established in the Master Plan Area around the nest and delineated using orange construction fence or equivalent. The buffer shall be maintained in place until the end of the nesting season or until the young have fledged, as determined by a qualified biologist. If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season shall not be subject to these measures. BIO-1c: Alternatively, CDFG may be consulted to determine if it is appropriate to decrease the specified buffers with or without implementation of other avoidance and minimization measures (e.g., having a qualified biologist on-site during construction activities during the nesting season to monitor nesting activity). Implementation of the above three measures will reduce this impact to a less-than-significant level.	LTS
BIO-2: Willow Flycatcher: Implementation of the Draft Master Plan could impact willow flycatcher.	S	BIO-2: The following measures shall be implemented to mitigate for potential impacts to willow flycatcher: BIO-2a: All work that will encroach into Trout Creek or the associated riparian corridor shall be monitored by a qualified biologist to ensure willow flycatcher are not adversely affected by project construction.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
BIO-2 *cont'd*		BIO-2b: If a willow flycatcher is observed during the monitoring effort, all work in the immediate vicinity shall be halted until the bird has left the area. Implementation of the above two measures will ensure this impact is reduced to a less-than-significant level.	
BIO-3: Sierra Nevada Mountain Yellow-legged Frog. Implementation of the project could impact Sierra Nevada mountain yellow-legged frog.	S	BIO-3: The following measures shall be implemented to mitigate for potential impacts to Sierra Nevada mountain yellow-legged frog. BIO-3a: A qualified biologist shall conduct a preconstruction survey for Sierra Nevada mountain yellow-legged frog no more than a week prior to the start of construction that will encroach into Trout Creek. The survey shall include the reach of Trout Creek in the Master Plan Area. BIO-3b: If Sierra Nevada mountain yellow-legged frogs are identified in the Master Plan Area, they shall be relocated to a suitable location downstream of the work area. Implementation of the above two measures will ensure this impact is reduced to a less-than-significant level.	LTS
BIO-4: Jurisdictional Waters. Implementation of the project would impact waters of the U.S. and CDFG waters, including approximately 0.25-acre of non-wetlands waters in Trout Creek; no wetlands would be impacted. Implementation of the Draft Master Plan would impact 0.30-acre of CDFG waters (see Table IV.H-4).	S	BIO-4: The following measures shall be implemented to mitigate for potential impacts to jurisdictional waters. BIO-4a: The east end of the Master Plan Area that is not included in the current (verified) delineation shall be delineated and submitted to the Corps for verification. BIO-4b: Waters of the U.S. or CDFG waters permanently impacted during construction shall be mitigated by one of the following methods, or by using a combination of the methods, contingent upon approval by the Corps, RWQCB, and/or CDFG: (a) Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 2:1. (b) Purchase of credits at an approved mitigation bank at a minimum 1:1 mitigation ratio. (c) Payment of in-lieu fees per the current Corps, Sacramento District in-lieu fee schedule. BIO-4c: All mitigation lands shall be protected in perpetuity through	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
		recordation of a conservation easement or equivalent method. BIO-4d: Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any regulatory permits that are required from the Corps, RWQCB, and /or CDFG. Mitigation shall be implemented within the Truckee River watershed. Implementation of the above four measures will ensure this impact is reduced to a less-than-significant level.	
I. CULTURAL RESOURCES			
CULT-1: Implementation of the Master Plan will result in demolition of the Union Pacific Railroad Warehouse, an architectural resource that meets the definition of historical resources under CEQA. The applicant has investigated the possibility of moving the warehouse to a new location within the Railyard. However, based on the professional opinion of a consulting historic building contractor, it was determined that moving the building was infeasible due to its age, structural composition, and condition. Although moving the building is not possible, the following mitigation measures shall be implemented prior to its demolition to minimize impacts related to this historic resource.	S	CULT-1: Prior to project the issuance of any demolition permits for the affected properties, the applicant shall architecturally document the Union Pacific Railroad Warehouse, as well as the property at 10144 Church Street if it will be removed during the course of the project or at a later date for the construction of a traffic roundabout at the intersection of Church Street and Donner Pass Road. The documentation shall minimize the environmental impact of these buildings' loss, and shall be done to Historic American Buildings Survey (HABS) Level III or higher standards, according to the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards*. The applicant shall also, during preliminary design phase, consider the re-use of historic fabric in project buildings (e.g., the lapped wood siding on the north and east elevations or the tongue-and-groove siding on the south and west elevations). The photo-documentation shall capture primary building elevations, character-defining architectural features, and the architectural context of each building. All photographs will be done to HABS-level quality (i.e., archival, high resolution prints anticipated to have a life span of 300-500 years). A historical summary shall be prepared to accompany the photo-documentation to describe the historical and architectural significance of the four properties, especially with respect to their contribution to the significance of the proposed Truckee Historic District. A copy of the report, with original photo negatives and prints, shall be submitted to the Town of Truckee Community Development Department, Truckee Library, the Truckee-Donner Historical Society, and the NCIC. This mitigation will minimize the severity of this impact. It will not, however, be sufficient to reduce the impact to a less-than-significant level, and the impact will remain significant and unavoidable.	SU

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
CULT-2: Implementation of the Master Plan may result in the destruction of archaeological deposits that may meet the definition of historical or unique archaeological resources under CEQA.	LTS	CULT-2a: Prior to commencement of groundbreaking activities in the Plan Area, A qualified archaeologist shall develop a monitoring plan in consultation with the Town. The purpose of the monitoring plan will be to ensure that significant archaeological deposits discovered during construction are identified, evaluated, and appropriately treated. A Native American cultural monitor shall be present if the monitoring plan indicates that Native American archaeological deposits may be discovered. The Town, in consultation with the project archaeologist, shall determine which project activities and/or which portions of the Plan Area will be archaeologically monitored. This information will be included in the monitoring plan. A qualified archaeologist4 shall monitor the project activities and/or portions of the Plan Area identified in the monitoring plan. In most cases, all soil-disturbing activities in sensitive portions of the Plan Area —such as demolition, foundation removal, excavation, grading, utilities installation, and foundation work—will require archaeological monitoring. If it is necessary to suspend construction for more than one working day, the project archaeologist shall consult with the Town to assess the appropriate course of action. Should an archaeological deposit be encountered by project activities, the monitor shall be empowered to halt construction in the vicinity of the find. Construction activities shall be redirected and a qualified archaeologist shall implement relevant portions of the monitoring plan to: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does not meet the CEQA definition of a historical or unique archaeological resource, then no further study or protection of the deposit is necessary. If the deposit does meet the CEQA definition of a historical or archaeological resource, then it shall be avoided by Project activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a data recovery strategy developed by the evaluating archaeologist. Mitigation of impacts to significant archaeological deposits through data recovery will recover scientifically-valuable information.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
CULT-2 *cont'd*		This mitigation may include, but is not limited to, a thorough recording of the resource on DPR Form 523 records, or archaeological excavation. If archaeological excavation is the only feasible method of data recovery, then such excavation shall conform to the provisions of CEQA Guidelines §15126.4(b)(3)(C). Any archaeological investigation shall address the possibility of encountering Native American human remains. The investigation shall also address the disposition of prehistoric archaeological materials resulting from the investigations in consultation with a culturally affiliated Native American tribal organization. Additionally, if historical or unique archaeological resources associated with significant historical patterns or events in Truckee are identified, the City shall consult with representatives of the Truckee-Donner Historical Society and the Historic Preservation Advisory Committee regarding the potential use of the archaeological findings for interpretive purposes. Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist should prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC.	
		CULT-2b: If deposits of prehistoric and/or historical archaeological materials are discovered during project activities that are not monitored or not identified in the monitoring plan, all work within 25 feet of the discovery shall be redirected to protect the find. A professional archaeologist shall evaluate the significance of the find within two working days and make recommendations to the Town and applicant. Recommendations may include, but are not limited to, test excavations to determine the extent and significance of the find; additional documentation of the find; or data recovery excavation. If the find is not significant (i.e., if it is not eligible for the California Register), then work may proceed and no additional study or protection of the find is necessary. If the find is significant, the Town shall require the applicant to implement the recommendations of the evaluating archaeologist for the mitigation of impacts to the find. Upon completion of the evaluation and/or data recovery, the archaeologist shall prepare a report documenting methods, results, and interpretations. The report shall be submitted to the applicant, the Town, and the NCIC. (LTS)	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
CULT-3: Ground-disturbing activities within the Plan Area may impact significant paleontological resources.	S	CULT-3: If paleontological resources are encountered during project subsurface construction, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall evaluate the finds and make recommendations. If the exposed geological formation is found to contain significant paleontological resources, such resources shall be avoided by project activities if feasible. If project activities cannot avoid the paleontological resources, the resources shall be evaluated for their significance. If the resources are found to be significant, adverse effects shall be mitigated. Mitigation may include, but is not limited to, recording the locality, monitoring, data recovery and analysis, public outreach, and accessioning of all fossil material to a paleontological repository. A final report documenting the methods, findings, and recommendations of the paleontologist shall be prepared and submitted to the paleontological repository. Implementing Mitigation Measure CULT-3 would reduce potential impacts to paleontological resources to a less-than-significant level. This reduction would be achieved by recovering and documenting the scientific value possessed by significant paleontological resources.	LTS
CULT-4: Ground-disturbing activities within the Plan Area may disturb human remains, including those interred outside of formal cemeteries.	S	CULT-4: If human remains are discovered during ground-disturbing activities in the Plan Area, any such remains shall be treated in accordance with the requirements of CCR Title 14(3) §15064.5(e), which has particular procedures that apply to the discovery of remains of Native American origin. These procedures are provided below. (1) There shall be no further excavation or disturbance of the site or any nearby are reasonably suspected to overlie adjacent human remains until: (A) The coroner of the County must be contacted to determine that no investigation of the cause of death is required, and (B) If the coroner determines the remains to be Native American: 1. The coroner shall contact the Native American Heritage Commission within 24 hours. 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
CULT-4 *cont'd*	S	3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; (B) The descendent identified fails to make a recommendation; or (C) The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. If, following the fulfillment of the notification requirements described above, human remains are discovered that are determined to <u>not</u> be of Native American origin, then the City shall consult with the appropriate descendent community regarding means for treating or disposing of the human remains, and any associated items, with appropriate dignity. Implementing Mitigation Measure CULT-4 would reduce potential impacts to human remains to a less-than-significant level. This reduction would be achieved by ensuring that any remains are treated appropriately according to State of California guidelines, as well as in a manner that takes into account the proper treatment of human remains in accordance with the wishes of the descendant community.	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
J. HAZARDS AND PUBLIC SAFETY			
HAZ-1: Site development would occur in areas with documented and/or partly characterized environmental releases associated with historical site uses.	S	HAZ-1: Existing contamination shall be remediated, or engineering controls (engineered caps, vapor barriers, or other appropriate technologies) and administrative controls (land use restrictions) shall be implemented, to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. The parties responsible for implementing site clean-up actions may include the historical owners/operators of properties within the Master Plan Area, current owners of properties within the Master Plan Area, future developers of the properties within the Master Plan Area, or the Town of Truckee. Acceptable health standards for the purpose of site clean-up shall mean an incremental lifetime cancer risk within the U.S. EPA's risk management range of one-in-a-million to one-in-ten-thousand (10^{-6} to 10^{-4}) or less and a non-cancer health hazard index of less than one based on the results of site-specific multimedia human health risk assessment(s). Groundwater health standards shall meet Cal/EPA requirements for the designated beneficial use(s) of groundwater in the Master Plan Area. Lahontan RWQCB and the Town shall certify that these requirements have been met before the Town issues a Certificate of Occupancy for buildings constructed as part of redevelopment projects within the Master Plan Area. The nature and extent of contamination within some portions of the site is not fully characterized. In accordance with the requirements of the Lahontan RWQCB s Preliminary Endangerment Assessment process or other acceptable U.S. EPA or Cal/EPA regulatory guidance for site investigations, soil and groundwater samples shall be collected and analyzed in areas with inadequate historical information to determine whether chemicals in the soil and groundwater are present at concentrations that exceed acceptable health standards. To ensure that future site occupants are not exposed to site-related contamination that exceeds acceptable health standards, the following activities shall be conducted: **A.** The nature and extent of chemicals in soil and groundwater shall be investigated and described for each parcel or group of parcels to be redeveloped, with oversight by the Water Board prior to the City's issuance of a grading permit for the potentially affected areas.	LTS

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HAZ-1 *cont'd*		**B.** The environmental data collected as part of the site investigation shall be used as input for human health risk assessment(s) to determine whether any chemicals in soil or groundwater will present an unacceptable risk to site occupants (i.e., exceed acceptable health standards as described above) given the site uses proposed in the Draft Master Plan and any subsequent redevelopment plans proposed for the parcel(s). **C.** The results of the human health risk assessment shall be used to determine whether no further action is required prior to redevelopment or that remediation of contamination or implementation of engineering or administrative controls is required to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. **D.** If remediation, engineering controls, or administrative controls are required to ensure that human health risk does not exceed acceptable health standards, these actions shall be completed before the site is occupied. Monitoring and compliance shall consist of the following: **E.** Before the Town issues building permits for a site within the Master Plan Area, it shall confirm that the overseeing regulatory agency has provided clearance for the site with regard to site contamination, or that a Remedial Action Plan or equivalent and a site health and safety plan are complete and incorporated as part of the redevelopment construction plans for the site. **F.** Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall confirm that no further action is required by the regulatory agency overseeing the site clean-up, that engineering controls are in place and functioning, and/or that land use covenants are in place for the property that will ensure future occupants of the site are not exposed to contamination that exceeds acceptable health standards.	

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
HAZ-2: Construction activities may unexpectedly encounter hazard materials or hazardous waste in soil or groundwater.	S	HAZ-2: The following two-part mitigation measure shall be implemented: HAZ-2a: If soil, groundwater or other environmental media with suspected contamination (e.g., identified by odor or visual staining) is encountered unexpectedly during construction activities for individual development projects or if any USTs, abandoned drums or other hazardous materials or wastes are encountered, the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the appropriate regulatory agency and implementing actions to determine the nature and extent of any observed contamination. An environmental professional shall oversee the subsequent assessment of the site (including the collection, analysis and interpretation of any samples of soil, groundwater or other environmental media) in accordance with local, State and federal hazardous materials and hazardous waste laws and regulations. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications. General construction work shall not resume in the area(s) affected until the recommendations have been implemented under the oversight of the regulatory agency, as appropriate. HAZ-2b: The contractor involved in site grading and site development activities for an individual development project shall ensure that underground pipelines or other underground or aboveground utilities within the Plan Area are identified and clearly marked prior to earthworking activities to avoid unexpected contact with these utilities. Emergency procedures shall be developed by the contractor that can be implemented in the event utilities are ruptured; these procedures shall be reviewed and approved by the Town of Truckee, prior to the issuance of a grading or building permit. On-site workers shall be trained in how to implement these procedures. Implementation of the two measures detailed above will reduce this impact to a less-than-significant level.	LTS
K. UTILITIES			
The project would not result in any significant impacts related to infrastructure and utilities.			

Table II-1 Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without MM	Mitigation Measure	Level of Significance With MM
L. PUBLIC SERVICES			
The project would not result in any significant impacts related to public services..			
M. VISUAL RESOURCES			
VIS-1: Implementation and buildout of the Master Plan Area would result in sources of light and glare.	S	VIS-1: Prior to adoption of the Draft Master Plan, the Town Development Code standards for exterior lighting (Section 18.30.060) shall be incorporated in the Draft Master Plan.	LTS