

## 2 REPORT SUMMARY

This summary presents an overview of the analysis contained in Chapter 4: *Environmental Evaluation*. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; and 4) implementation of mitigation measures. Alternatives to the project are analyzed in Chapter 5.

### A. *Project Under Review*

This Draft Environmental Impact Report (EIR) provides an assessment of the potential environmental consequences of adoption of the 2025 Town of Truckee General Plan. The 2025 General Plan is intended to serve as the principal policy document for guiding future conservation and development in the Town of Truckee. The 2025 General Plan includes newly proposed goals, objectives, policies and actions which have been designed to implement the community's vision for the Town. The policies and actions would be used by the Town to guide day-to-day decision-making so there is continuing progress toward the attainment of goals of the Plan. Additionally, the 2025 General Plan includes a series of proposed land use designation changes which have been proposed to implement the overall goals and vision of the General Plan. The 2025 General Plan is further detailed in Chapter 3 of this EIR.

### B. *Areas of Controversy*

The proposed 2025 General Plan is largely self-mitigating with regard to environmental impacts. However, there has been controversy related to several items during the preparation of the General Plan Update. These include:

- ◆ The location, type and amount of growth.
- ◆ Loss of open space and associated scenic and biological resources.
- ◆ Provision of affordable housing, particularly for the local workforce.
- ◆ Traffic impacts of proposed development.
- ◆ Maintenance of the town's mountain community character.

All of these issues were addressed in the 2025 General Plan process. To the extent that these issues have environmental impacts, they are also addressed in this EIR.

### *C. Significant Impacts*

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

Implementation of the Town of Truckee 2025 General Plan, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas. The Plan has been developed to be largely self-mitigating, and as a result, there are very few impacts that would occur solely on the basis of implementation of the proposed Plan.

Nonetheless, the implementation of the proposed Plan has the potential to generate nine significant environmental impacts in a number of areas which are listed below:

- ◆ Aesthetics and Visual Quality
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Noise
- ◆ Population, Employment and Housing
- ◆ Traffic and Circulation

All of the nine impacts were found to be significant and unavoidable. Each is discussed in the following Section E.

#### *D. Mitigation Measures*

All of the impacts identified are significant and unavoidable. However, one of the impacts, for traffic, can be partially mitigated.

This mitigation measure is summarized in Table 2-1 at the end of this chapter, and will be included in a Mitigation Monitoring Program which will be published in the Final EIR and implemented in accordance with State law.

#### *E. Unavoidable Environmental Impacts*

This EIR identifies nine significant unavoidable impacts, all of which would occur under cumulative conditions. These impacts are discussed further in Chapters 4.1, 4.2, 4.3, 4.9, 4.10, and 4.12. Cumulative aesthetic, air quality, biological resources, noise, and population and housing impacts are described in the cumulative impact discussion of each of these chapters. Since the Plan-level traffic impact analysis considers cumulative impacts as an integral part of its project-specific analysis, these particular cumulative impacts are described and summarized in the project impact analysis in Chapter 4.12, rather than in a separate cumulative analysis section.

##### **1. Aesthetics and Visual Quality**

Despite policies in the in the 2025 General Plan to safeguard visual quality, development under the proposed Plan, in conjunction with other development in the region, would serve to incrementally change the character of Truckee region from a natural, open space landscape to one that is more urbanized in character.

##### **2. Air Quality**

The 2025 General Plan would contribute to the overall amount of development in the region that would be associated with increased emissions affecting both PM<sub>10</sub> and ozone levels. A portion of the impact is from traffic generated

outside of the Town, and thus there are no feasible or reasonable measures to mitigate this impact.

### **3. Biological Resources**

Although goals and policies of the 2025 General Plan would protect habitat and sensitive biological resources, proposed development under the 2025 General Plan and elsewhere in the region would result in the cumulative conversion of existing natural habitat to urban and suburban uses that would generally reduce existing habitat values for existing resident and migratory species.

### **4. Noise**

The cumulative increase in traffic as a result of development under the 2025 General Plan and elsewhere in the region would result in noise level increases in excess of 3 dB at 12 different locations in the Town.

### **5. Population, Employment and Housing**

Growth in the Town of Truckee and elsewhere in the region would contribute additional employment generating uses that will increase demand for affordable housing, potentially beyond that which the Town and neighboring communities are able to provide.

### **6. Traffic and Circulation**

The implementation of the 2025 General Plan, in conjunction with growth elsewhere in the region, would result in four cumulative impacts to roadways and intersections in the Town of Truckee and outside of the town limits.

Projected increases in local and regional traffic, some of which would be attributable to development under the 2025 General Plan, would result in a need for intersection improvements on roadways that are outside of the Town's jurisdiction. The Town, by itself, would not have the ability to undertake these improvements or to fully control the funding and timing of their implementation.

Under the proposed General Plan, certain intersections in the Downtown would operate below established LOS thresholds; needed improvements would be delayed while a downtown traffic study was prepared. The Town would have the ability to approve lesser improvements to those intersections, or no improvements at all, if certain findings were made about other potential impacts of those improvements on the downtown.

The General Plan's policies would also allow the Town to approve projects that could either cumulatively contribute to LOS impacts for which improvements were not yet scheduled or funded, or which were scheduled but would not actually in place prior to the development occurring.

In addition to the above, full development of the proposed General Plan is expected to add to year 2025 traffic volumes along Interstate 80, which is expected to operate deficiently in the future. There are currently no programmed improvements or funding for improvements to the main line of I-80 and such improvements are not under control of the Town.

#### *F. Alternatives to the Project*

This Draft EIR presents and analyzes four alternatives to the proposed 2025 General Plan, as follows:

- ◆ **The Existing General Plan Alternative, which is also the CEQA-Required No Project Alternative.** The proposed 2025 General Plan would not be adopted and the existing General Plan for the Town of Truckee would remain in effect.
- ◆ **Mixed Use and Outlying Open Space Alternative.** Areas in central parts of Truckee would be designated for mixed commercial and residential land uses, with more outlying areas preserved in open space.
- ◆ **Economic Diversification Alternative.** A larger number of areas would be designated for job-generating commercial and industrial uses in Truckee, in order to increase employment opportunities.

- ◆ **Increased Residential Development Alternative.** Additional housing opportunities would be provided by designating more areas for residential uses, and at higher densities.

Based on the comparative alternatives analysis contained in this EIR, the environmentally superior alternative is the Increased Residential Development Alternative. This alternative would lessen impacts to air quality, noise, and traffic and hence is environmentally superior to the 2025 General Plan.

However, the Increased Residential Development Alternative would not be able to provide land needed for new industrial and commercial development that is foreseen by the Town of Truckee, would not provide a site for a future Community College, and would allow development at Airport Flat, which the Town has identified as a critical open space area that should be preserved. Since each of these aspects are identified in the 2025 General Plan as key objectives of the Plan, implementation of the alternative would not fulfill these objectives and would not be feasible to implement. For this reason, the Town of Truckee is moving forward with the 2025 General Plan Update. Details of the alternatives analysis are included in Chapter 5.

### *G. Summary Table*

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with environmental issues discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures taken from relevant General Plan policies; and 4) significance after mitigation. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4. This summary does not detail the timing of mitigation measures. Timing will be further detailed in the Mitigation Monitoring Program, which will be published with the Final EIR.