

## 4.10 POPULATION, EMPLOYMENT AND HOUSING

This section presents information on existing and projected population, employment and housing within Truckee, and analyzes the effects that the Truckee 2025 General Plan would have on them.

### A. *Existing Setting*

The following provides a description of the current conditions with regard to population, employment, and housing in Truckee. Like much of the rest of the state, Truckee is experiencing growth in the number of new housing units, year-round and seasonal population, and in the cost of housing.

#### 1. Population

##### a. Population and Housing

The population of the Town of Truckee grew significantly between the 1990 and 2000 decennial census, with an average annual growth rate of 4.5 percent. This was more than three times faster than the average rate of population growth statewide during the same period. The town also grew almost three times faster than Nevada County as a whole, where population averaged 1.6 percent annual growth during the decade. Population growth in Truckee alone accounted for 36 percent of all new population in the County. The Town of Truckee is one of three incorporated cities located in Nevada County, and represents approximately half of the total population living in incorporated areas. Since 2000, Truckee's population has continued to grow, but at a slightly slower rate. From 2000 to 2005 the population increased from 13,864 persons to 15,307 persons, an annual increase of about two percent.

US Census data indicates that the total number of housing units in the Town of Truckee increased by approximately 2,820 units from 1990 to 2000, from 6,940 units to 9,757 units, an annual rate of approximately 3.5 percent. In 2004 there were an estimated 10,823 housing units in Truckee. This increase

over the year 2000 total corresponds to an annual growth rate of 2.4 percent.<sup>1</sup> Table 4.10-1 shows trends in population and household growth from 1990 to 2000.

Truckee is unusual compared to most communities because of its high proportion of second units and vacation homes. Approximately 46 percent of the Town's housing stock consists of second homes, whose residents are not counted among the Town's total population in the Census. This means that during peak tourism periods in the summer and winter, the Town's population can effectively double on a temporary basis. Based on the 2004 estimate, approximately 4,978 of the Town's 10,823 housing units are second or vacation homes.

Average household size has shown a downward trend over the past 15 years. In 1990, the average household in Truckee was 2.7 persons. This number had declined to 2.68 persons per household by 2000.<sup>2</sup> The average household size in Truckee in 2004 was estimated at 2.63 persons per household.

b. Demographics

According to the 2000 US Census, the median age in Truckee was 35.6 years. Although this represents an increase from the median age in 1999 of 32.9 years, the increase is not as notable as in Nevada County, where the median age rose from 34.3 years to 43.1 years in the same period. The majority of the town's population, 78.8 percent, is under 44 years of age. Of this approximately 27 percent are under 18. Just over 11 percent of the town's population is over 55 years of age. Compared to Nevada County, Truckee has a very small elderly population; only 5.6 percent of people living in Truckee were over 65 years of age in 2000, compared to 17.4 percent in the County. The age distribution of Truckee and Nevada County's population is shown in Table 4.10-2.

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<sup>1</sup> Town of Truckee, 2005

<sup>2</sup> Census 1990, Census 2000, Department of Finance, January 2004.

**TOWN OF TRUCKEE**  
**2025 GENERAL PLAN EIR**  
POPULATION, EMPLOYMENT AND HOUSING

TABLE 4.10-1 **POPULATION AND HOUSEHOLD TRENDS IN TRUCKEE**

|                        | 1990  | 2000   | 2004   |
|------------------------|-------|--------|--------|
| Population             | 8,928 | 13,864 | 15,307 |
| Housing Units          | 6,932 | 9,757  | 10,823 |
| Average Household Size | 2.70  | 2.68   | 2.63   |
| Households             | 3,289 | 5,149  | 6,060  |

Source: Claritas Inc., 2002; US Census, SFT1A,1990; US Census, 2000; Bay Area Economics, 2004. California Department of Finance, 2005.

TABLE 4.10-2 **AGE DISTRIBUTION**

|                    | Town of Truckee |       | Nevada County |       |
|--------------------|-----------------|-------|---------------|-------|
|                    | 1990            | 2000  | 1990          | 2000  |
| Under 18           | 27.4%           | 26.5% | 24.2%         | 23.1% |
| 18-24              | 7.1%            | 7.1%  | 5.6%          | 6.1%  |
| 25-44              | 44.3%           | 37.0% | 30.8%         | 24.1% |
| 45-54              | 9.8%            | 16.0% | 10.9%         | 17.9% |
| 55-64              | 6.0%            | 7.8%  | 10.4%         | 11.4% |
| 65+                | 5.4%            | 5.6%  | 18.2%         | 17.4% |
| Median Age (Years) | 32.9            | 35.6  | 34.3          | 43.1  |

Source: US Census 1990, 2000; Bay Area Economics, 2003.

Of the 13,864 Truckee residents recorded in 2000, almost 76 percent were white and 12.5 percent were of Hispanic origin. Blacks, American Indians and Asians accounted for a very small proportion of the town's population, comprising 0.2, 0.6 and 0.9 percent, respectively. Other races, and persons of more than one race, together comprised approximately 10 percent of the population.

## 2. Employment

### a. Jobs and Employment

The 2000 Census recorded 8,110 employed residents in Truckee. Recent estimates of local employment completed for the 2025 General Plan traffic study, indicate that there are approximately 6,200 local jobs in Truckee.<sup>3</sup> Although the number of employed residents has likely increased in step with overall population growth, there is an imbalance in the number of available jobs in the Town, meaning that some residents are required to out-commute to find work. Census 2000 journey to work data also confirms that many Truckee residents commute to jobs outside of the Town. The 2000 Census reported that the average commute time to work for Truckee residents was 23.1 minutes. About 70 percent of Truckee residents have a commute of less than 20 minutes, and about 25 percent spend more than half an hour commuting to work.<sup>4</sup>

In 2000, more than 75 percent of Truckee's local employment base was in the retail, service, and government employment sectors, indicating that Truckee's economy is largely dependent on tourist, resort, second home, and retirement activity.<sup>5</sup> Service employment alone accounts for approximately 31 percent of total area employment. Conversely, manufacturing, wholesale trade, and

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<sup>3</sup> LSC Transportation, 2005.

<sup>4</sup> Census 2000, SF-4, QT-P23: Journey to Work:2000.

<sup>5</sup> EDD data is reported by ZIP Code; employment numbers in this housing element reflect Truckee ZIP codes 96160, 96161, and 96162. These ZIP Codes contain some employers outside of the Town of Truckee borders, including Northstar Ski Resort.

transportation and communication employment represented less than 5 percent of total area employment.

According to the 2000 Census, Truckee's unemployment rate was a relatively low 3.9 percent, compared to 4.7 percent unemployment for the County overall and 4.3 percent for the State. The California Economic Development Department (EDD) estimates that Truckee Area unemployment has remained relatively low. In December 2005, Truckee had an estimated unemployment rate of 3.3 percent, which was lower than the countywide unemployment rate of 4.1 percent.<sup>6</sup>

Overall, Truckee area employment experienced relatively healthy employment growth from 1992 to 2000, increasing approximately 11 percent per year from 1992 to 2000.<sup>7</sup> Within this overall growth, certain sectors have expanded more than others. Truckee's Service and Government employment sectors more than tripled from 1992 to 2000, both averaging 15 percent annual employment growth. By 2000, the service employment sector represented approximately 30 percent of Truckee's total employment. Service employment growth accounted for approximately 38 percent of Truckee area employment growth from 1992 to 2000. From 1992 to 2000, the mining and construction sector represented approximately 15 percent of total employment. From 1995 to 2000, this sector accounted for 66 percent of Truckee area's employment growth, which is likely a result of increased housing construction during this period.

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<sup>6</sup> State of California, Employment Development Department. Labor Market Info, Data Library, <http://www.labormarketinfo.edd.ca.gov/> Accessed on-line, March 2, 2006.

<sup>7</sup> Total employment figures from EDD differ from the 6,200 total current employment figure referenced previously. The estimates are from two different sources: the 6,200 figure representing an estimate for current employment in 2004 based on an inventory of non-residential land use and typical employment densities for different sectors; whereas the historic data produced by EDD, which include sectoral breakdowns of employment by industry.

b. Income Profile

Tables 4.10-3 and 4.10-4 show trends in median income levels and patterns of income distribution over the past decade. The 2000 US Census shows that households in Truckee tend to earn more than Nevada County households overall. Truckee had a median annual household income in 1999 of approximately \$59,000 compared to \$45,900 in Nevada County. The Town of Truckee's annual per capita income was also higher at approximately \$26,700 per person compared to \$24,000 per person in the County. Approximately 33 percent of Truckee households had incomes of less than \$45,000 per year in 1999, compared to 47 percent of California households during the same period. Approximately 16.4 percent of Truckee households had annual incomes between \$60,000 and \$74,999 in 1999, compared to 10.6 percent of households statewide.

**3. Housing**

More than 33 percent of new housing constructed in Nevada County in the past decade was constructed in Truckee, consistent with the overall growth in population described in the previous section.

Figure 4.10-1 shows the breakdown of housing unit types in Truckee. Similar to other communities within the region, the majority of Truckee's housing stock is single-family, accounting for 85 percent of total housing in 2000. According to the Department of Finance 2003 E-5 report, 4.6 percent of Truckee's housing units are in buildings with five or more units and 5.4 percent are in buildings with two to four units. While these percentages are similar to the housing stock profile in Nevada County, they are significantly lower than the state as a whole, where dwellings in buildings with five or more units represent almost a quarter of all housing.

As noted above, another key characteristic of the Town's housing stock is the large proportion of vacation homes. Approximately 44 percent of all units are second homes; Truckee accounts for 69 percent of Nevada County's housing stock used for seasonal/occasional/recreational purposes.

TABLE 4.10-3 **MEDIAN HOUSEHOLD INCOME, 1990-2000**

|                                | Town of Truckee |          | Nevada County |          |
|--------------------------------|-----------------|----------|---------------|----------|
|                                | 1990            | 2000     | 1990          | 2000     |
| Median Household Income        | \$40,811        | \$59,005 | \$32,200      | \$45,864 |
| Median Family Household Income | \$44,831        | \$62,844 | \$36,942      | \$52,697 |
| Per Capita Income              | \$17,923        | \$26,671 | \$15,560      | \$24,007 |

Sources: Claritas Inc., 2002; US Census, SFT1A,1990; US Census, 2000; Bay Area Economics, 2002.

TABLE 4.10-4 **HOUSEHOLD INCOME DISTRIBUTION**

| Annual Household Income | Town of Truckee |       | Nevada County |       |
|-------------------------|-----------------|-------|---------------|-------|
|                         | 1990            | 2000  | 1990          | 2000  |
| under \$15,000          | 11.3%           | 5.4%  | 18.9%         | 14.0% |
| \$15,000 to \$24,999    | 14.1%           | 6.4%  | 15.2%         | 11.5% |
| \$25,000 to \$34,999    | 14.2%           | 11.4% | 14.7%         | 11.4% |
| \$35,000 to \$44,999    | 18.7%           | 10.4% | 12.8%         | 10.6% |
| \$45,000 to \$59,999    | 19.8%           | 17.6% | 14.4%         | 13.2% |
| \$60,000 to \$74,999    | 8.2%            | 16.4% | 9.3%          | 10.6% |
| \$75,000 to \$99,999    | 7.1%            | 15.8% | 7.6%          | 11.5% |
| \$100,000 to \$149,999  | 3.9%            | 9.1%  | 4.6%          | 10.4% |
| \$150,000 or more       | 2.6%            | 7.6%  | 2.5%          | 6.9%  |

Sources: US Census, 1990, US Census, 2000; Bay Area Economics, 2003.

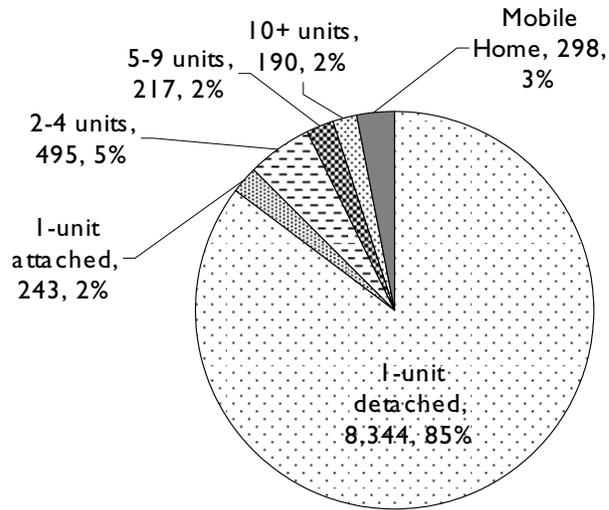


FIGURE 4.10-1 **TRUCKEE HOUSING UNIT PROFILE, 2000**

Like the rest of the state, the cost of housing in Truckee has increased substantially over the past decade. From 1995 to 2003, the median single-family home price rose from \$156,000 to \$408,000, increasing on average by 13 percent per year.<sup>8</sup>

Table 4.10-5 summarizes for-sale housing affordability in the town, based on unit types and lot size, based on analysis completed for the 2005 Housing Element Update, which is drawn from 2002 home sales, and housing prices have continued to increase since that date. As shown in the table, most single-family housing in Truckee is only affordable to above moderate-income households.<sup>9</sup> Mobile home units are a more affordable housing option for

<sup>8</sup> First American Real Estate Solutions, Single-Family Residential Sales August 1995 – February 1996 and August 2003 – February 2004.

<sup>9</sup> Above-moderate-income households are those earning more than 120 percent of Area Median Income. In 2003, AMI for Nevada County ranged from a maximum of \$41,300 to \$63,700 depending on household size.



**TABLE 4.10-5 HOUSING AFFORDABILITY BY LOT SIZE (2002 HOME SALES)**

| Land Use Category                        | Lot Size Range      | Median Lot Size (acres) | Average Living Area (sq.ft) | Median Sales Price | Household Affordability Category |
|--|---------------------|-------------------------|-----------------------------|--------------------|----------------------------------|
| Rural Residential                        | > 1 acre            | 2.86                    | 2,315                       | \$562,000          | Above-Moderate                   |
| Very Low Density Residential             | 0.33-1 acre         | 0.40                    | 1,695                       | \$359,000          | Above-Moderate                   |
| Low Density Single-Family                | 7,200-14,519 sq.ft. | 0.29                    | 1,708                       | \$314,000          | Above-Moderate                   |
| Medium Density Single-Family Residential | 5,000-7,200 sq.ft.  | 0.14                    | 1,410                       | \$296,000          | Above-Moderate                   |
| High Density Residential                 | 0-4,999 sq.ft.      | 0.11                    | 1,250                       | \$253,000          | Above-Moderate                   |
| Condominium/<br>Multi-Family Residential | n/a                 | 0.03                    | 1,233                       | \$265,000          | Above-Moderate                   |

Source: First American Real Estate Solutions, January-December 2002.

Truckee residents, with pre-owned manufactured homes being affordable to households in the low- and moderate-income categories.<sup>10</sup>

Rental housing is more affordable than for-sale housing, with most market-rate single-family homes affordable to moderate-income families, and multi-family apartments affordable to low- and moderate-income households.<sup>11</sup>

<sup>10</sup> Town of Truckee, 2005 Housing Element. Page 40.

<sup>11</sup> Town of Truckee, 2005 Housing Element. Pages 40-41

### *B. Standards of Significance*

The proposed project would have a significant impact on population, employment and housing if it would:

- ◆ Induce substantial unexpected population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- ◆ Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.
- ◆ Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

### *C. Impact Discussion*

This section discusses the potential impacts of the proposed adoption of the 2025 General Plan on population, employment, and housing in the Town of Truckee. Implementation of the Plan could result in an increase of dwelling units and population within the Town, and an increase in employment-generating commercial uses. The 2025 General Plan is designed to help Truckee address growth pressures, in part by providing a policy framework to control and direct growth as it occurs.

The 2025 General Plan seeks to provide new employment opportunities for Truckee residents and to allow residents to work, shop and live within the community. A range of housing types are allowed and encouraged by the 2025 General Plan to provide housing to meet the varying income levels and housing needs of the town's residents. Policies of the 2025 General Plan would support the comprehensive range of policies and programs included in the Housing Element, as it was updated and adopted in 2005. Overall, growth is limited to areas within and adjacent to the existing Town Limits, and generally in proximity to existing developed areas in order to limit un-

necessary infrastructure expansions, limit traffic impacts, and protect open space lands within and surrounding Truckee.

### **1. Population and Housing Growth**

Regional and statewide growth pressures will cause Truckee to continue to grow into the future. The town has proven to be an attractive destination for year-round and seasonal home owners, and natural population growth will also continue to expand the town's population. The 2005 Housing Element estimates that Truckee's population will grow by approximately 2.0 percent annually from 2004 to 2015; or to approximately 15,307 residents by 2005 and 16,900 residents by 2010. This growth rate reflects a continuation of the slower growth rate reported in Department of Finance estimates from 2000 to 2004, relative to the very high rates seen in the previous decade. This slowing may, in part, be due to a decline in average household size, which decreased from 2.68 persons per household to 2.63 persons per household over the past four years.

This growth would occur even without adoption of the 2025 General Plan, since the existing 1996 General Plan allows for growth within the Town Limits and proposed Sphere of Influence. The amount of growth allowed in the sphere is the same in the 2025 General Plan as the 1996 General Plan. Within the Town Limits the 2025 General Plan allocates some additional areas for residential development, and would encourage development at higher residential densities, which would result in a higher amount of residential growth than under the 1996 Plan.

Tables 3-5 and 3-6 in the Project Description summarize the total amount of new development that is projected to occur under the 2025 General Plan. This includes a total of 20,082 units in the Town of Truckee, which would be an increase of approximately 9,259 units over that which existed in 2004. Another 627 units would be located within the Sphere of Influence at buildout of the Plan. If growth were to continue at the existing rate of about 2.4 percent per year, by 2025, there would be approximately 17,809 housing units in Truckee. Actual growth rates would depend on a variety of factors

including demographic, economic and market conditions that could cause growth to occur at a faster or slower rate than 2.4 percent.

The 2025 General Plan would accommodate projected growth by allocating land for new residential development. Land Use Element Policy P2.1 requires adequate supplies of residential, commercial and industrial land, located appropriately, to manage projected growth. The various residential land use designations of the 2025 General Plan, and Land Use Element Policy P2.3 call for minimum densities to be fulfilled in new residential development, in order to accommodate projected development within residentially-designated lands.

The 2025 General Plan includes numerous policies that would accommodate growth in a planned and orderly fashion, focusing the highest intensities of development within existing urbanized areas, such as the Downtown, Gateway, and Brockway Road Corridor. Development would either be severely restricted, or allowed at minimal densities on lands that are perceived as being highly environmentally constrained, or as valuable in terms of natural resources, scenic resources, and open space. The 2025 General Plan calls for more detailed study and planning for the areas that would be subject to considerable change or development on a larger scale, such as the Planned Community Areas and the Railyard, or that would face particular constraints, such as McIver Hill and the Ponderosa Golf Course, requiring certain performance standards to be met in terms of the overall community benefit of the project, and minimization of environmental impacts. Other chapters of this EIR also describe the ways in which the 2025 General Plan's policies would serve to mitigate the direct and indirect impacts of the growth that would be induced by the Plan.

Goal LU-1 in the Land Use Element calls for growth to be managed so as to maintain the unique qualities and character of the town, with new development required to meet important community goals for design, open space, and promotion of a sustainable community (P1.1). Efficient land use patterns that would minimize residential and commercial sprawl are encouraged (Goal LU-3), and the 2025 General Plan would require new development to be co-

ordinated with the provision of services and infrastructure (Goal LU-4, and related policies). The policies under Goal LU-7 support clustered development as an additional means to promote orderly patterns of growth on individual sites that would protect open space, avoid natural hazards, and minimize impacts to scenic and natural resources.

Development within the proposed Sphere of Influence would be similarly regulated. Almost all of the new development that would occur within the sphere would occur within three Planned Residential Development (PRD) areas, all of which would require clustering of units to avoid environmentally sensitive areas. Goal LU-8 pertains to annexation of lands within the proposed sphere; Action A8.2 calls for the town to develop annexation policies for these lands addressing development review of projects, minimization of fiscal impacts, coordination of development with availability and planned availability of utilities and infrastructure, and stating that compact development areas are the most appropriate for incorporation into the town.

In addition to the above policies of the 2025 General Plan, the Town of Truckee adopted an update to its Housing Element in 2005. The Housing Element considers projected future population growth and housing demand, and seeks to increase the amount of housing that would be affordable to all sectors of the community. The 2025 General Plan was developed so as to maintain consistency with the updated Housing Element, and to support its policies and programs, and there would be *no significant* impacts with regard to the provision of affordable housing in the town.

Since the 2025 General Plan includes policies to regulate future growth that would be allowed under the Plan in an orderly and planned manner, the 2025 General Plan would not result in substantial unexpected population growth or growth for which inadequate planning has occurred.

## **2. Housing and Population Displacement**

The implementation of the Truckee 2025 General Plan would create *no significant* impacts related to the displacement of existing housing or population.

The majority of development permitted by the General Plan would either occur in infill locations, on undeveloped parcels, or on parcels that can be subdivided, rather than through large scale redevelopment of already developed land and buildings.

As a result, implementation of the Truckee 2025 General Plan would result in *no significant* impact to the displacement of substantial numbers of existing housing units or people.

### **3. Employment and Job Growth**

The 2025 General Plan would allow for a total of about 2 million square feet of new commercial development, just under a million square feet of office development, and about 1.26 million square feet of light industrial uses. Additional employment would be associated with these uses, providing jobs as well as essential goods and services for Truckee residents.

In addition to 2025 General Plan Land Use Policy LU-2.1, which seeks to ensure adequate supplies of commercial and industrial land to manage projected growth, the 2025 General Plan includes an Economic Development Element that includes numerous policies that seek to increase the number of high wage jobs and enhanced employment opportunities in Truckee. The 2025 General Plan is thus expected to have a beneficial impact on employment and job growth in Truckee.

#### ***D. Cumulative Impact Discussion***

As discussed above, the 2025 General Plan includes policies to control and direct growth in a well-planned manner, and would improve jobs and housing opportunities in the community. As a result, there would be no significant project-level impacts

Growth would also occur outside of Truckee, in other parts of the Truckee and Lake Tahoe Region, notably in the Martis Valley Area. The amount and

type of development in Martis Valley, in conjunction with employment growth in Truckee could contribute to an imbalance between the demand for and availability of affordable housing in the area. Although the Town of Truckee's 2005 Housing Element would seek to provide additional affordable housing opportunities, to the extent that projected growth in the Town would increase demand for such housing, implementation of the 2025 General Plan, in conjunction with other growth in the region, could contribute in a cumulatively *significant and unavoidable* impact with regard to regional housing needs.

*E. Impacts and Mitigation Measures*

Since implementation of the 2025 General Plan results in *no significant* project-related impacts on population, employment and housing, no mitigation measures are required.