

# INITIAL STUDY

## TRUCKEE TAHOE AIRPORT MASTER PLAN UPDATE

Prepared for  
Truckee Tahoe Airport District

10356 Truckee Airport Rd  
Truckee, CA 96161

Prepared by



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# DRAFT INITIAL STUDY

1. **Project title:** Truckee Tahoe Airport Master Plan Update
2. **Lead Agency Name and Address:** Truckee Tahoe Airport District  
10356 Truckee Airport Rd  
Truckee, CA 96161
3. **Contact Person and Telephone:** Kevin Smith, General Manager  
(530) 587-4119
4. **Project Location:** Truckee, Nevada County/Placer County, California
5. **Project Sponsor's Name and Address:** Truckee Tahoe Airport District  
10356 Truckee Airport Rd  
Truckee, CA 96161
6. **General Plan Designation(s):** Nevada County: Public, Business Park, Open Space, Industrial and Community Commercial Placer County: Public/Quasi-Public, Open Space and General Commercial
7. **Zoning Designation(s):** Nevada County: Public, Business Park, Open Space, Light Industrial-Site Performance Combining District and Community Commercial Placer County: Airport-Design Review, Open Space

## 8. Description of Proposed Project

The Truckee Master Plan Update is a comprehensive document developed to guide development of the Airport for the next 20 years. The plan includes planned modifications and additions to the Airfield, Terminal area, property acquisition, and a new instrument approach procedure. **Figure 1**<sup>1</sup> shows the projects location. **Figure 2** shows the elements that make up the project.

### Airfield

The principal proposed change to the airfield is the extension and widening of Runway 2-20. This modification is supported by a realignment and extension of the parallel taxiway that serves Runway 2-20. Additionally, the mid-field taxiways serving Runway 11-29 and the main aircraft parking apron will be modified to meet current Federal Aviation Administration (FAA) design standards. This will involve eliminating angled taxiways and increasing the size of fillets at intersections. The depth of two holding aprons serving Runway 11-29 will be reduced to meet current standards.

### Terminal Area

A variety of facilities are included in the Master Plan to address aircraft parking and storage needs. A multi-use hangar is proposed that would both provide short-term storage of aircraft (particularly in the winter) and a venue for public events. Small box hangars (60 to 65 feet on each side) are planned in the western quadrant of the Airport. The main aircraft parking apron will also be expanded on its northwestern edge. The Master Plan also includes several minor elements: relocation of the aircraft wash rack, relocation of the EAA hangar, and seasonal use of an air traffic control tower in the southern quadrant.

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<sup>1</sup> Note: Oversized graphics and tables are placed at the end of the Initial Study immediately before the appendices.

There are also several project elements related to surface transportation. A loop road would be created in front of the terminal building. A transit hub would be created along Airport Road that would include expanded long-term parking, a rental car facility, and a transit hub providing access to transit buses.

The Airport Master Plan and associated Airport Layout Plan designates five areas for future nonaviation uses. These areas lie outside of aeronautically required setbacks and are not physically accessible by taxiing aircraft. The principal purpose of this designation is to declare these areas “surplus to the needs of aviation”. This is the first step in seeking FAA release of the land for nonaviation use. Constraints associated with development of these areas are defined; however, consistent with FAA guidance on the preparation of airport master plans, the Plan for the Truckee Tahoe Airport does not specify what the future uses will be.

The District may embark on a separate planning effort to determine what, if any, the future uses of these five parcels will be. This planning effort will be an open and public process allowing various opportunities for the public and interested parties to participate and make comment. It would be speculative to anticipate potential future nonaviation land uses before the conclusion of this planning effort. Therefore, impacts associated with development of these five parcels are not addressed in this CEQA document. A separate CEQA document will be prepared as part of the adoption process for the future nonaviation planning document.

#### **Property Acquisition**

Two parcels of land are proposed to be acquired. One property is in the approach to Runway 20. It would be acquired to ensure that inappropriate development would not occur in this sensitive area. The second parcel lies abeam the threshold for Runway 11. This parcel is forecast to be impacted by aircraft-related noise.

#### **Instrument Approach Procedure**

The Airport currently has one instrument approach procedure for Runway 20 and a circle-to-land procedure available to all runway ends. The Airport intends to seek development of a nonprecision approach to Runway 11.

#### **Activity Forecasts**

**Table 1** presents a summary of existing and forecast activity at the Airport. Note that an aircraft operation is either a landing or a takeoff.

<b>Table 1</b>				
<b>Forecast Summary</b>				
	<b>2012 (Actual)</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
<b>BASED AIRCRAFT<sup>1,2:</sup></b>				
Single-Engine Piston	156	157	158	160
Multi-Engine Piston	12	12	12	12
Turbo-Prop	27	29	34	41
Turbo-Jet	16	18	24	32
Helicopter	<u>6</u>	<u>6</u>	<u>7</u>	<u>8</u>
<b>TOTAL</b>	<b>217</b>	<b>222</b>	<b>235</b>	<b>253</b>
<b>OPERATIONS:</b>				
Itinerant	14,902	15,687	17,087	18,612
Local	<u>11,568</u>	<u>11,777</u>	<u>12,142</u>	<u>12,527</u>
<b>TOTAL</b>	<b>26,470</b>	<b>27,464</b>	<b>29,229</b>	<b>31,139</b>
<b>PEAK CONDITIONS:</b>				
Peak Month (July)	4,922	5,034	5,244	5,467
(% annual)	(18.60%)	(18.29%)	(17.83%)	(17.36%)
Average Day/ Peak Month	164	168	175	182
Peak Hour (15%)	25	25	26	27
<p>1. Based aircraft numbers include executive hangar waitlist to reflect actual demand.</p> <p>2. Based aircraft totals equal permanent and seasonally based aircraft. Permanent based aircraft mirror what is in the FAA's National Based Aircraft Inventory Program.</p>				

## 9. Surrounding Land Uses and Setting

Truckee Tahoe Airport is situated in the Martis Valley at an elevation of 5,900 feet. The Airport straddles the boundary between Nevada and Placer counties. The Town of Truckee surrounds the Airport on the north and west, but the Airport property is not within the town limits. In addition to these three local land use jurisdictions, major portions of the Airport environs are under the control of the federal government: specifically, the U.S. Army Corps of Engineers (Martis Creek Lake National Recreation Area) and the U.S. Forest Service (Tahoe National Forest). Highway 267 borders the Airport on the south. Interstate 80 is located about 1.5 miles to the west and connects the local area to Sacramento, California, 90 miles to the southwest and Reno, Nevada, 24 miles northeast.

## 10. Other public agencies whose approval is required

The Airport Layout Plan associated with this Airport Master Plan must be approved by the FAA for the Airport to be eligible to receive grant funds from this agency. The Truckee Tahoe Airport Land Use Commission must determine whether the Airport Master Plan is consistent with the Airport Land Use Compatibility Plan adopted for the Airport.

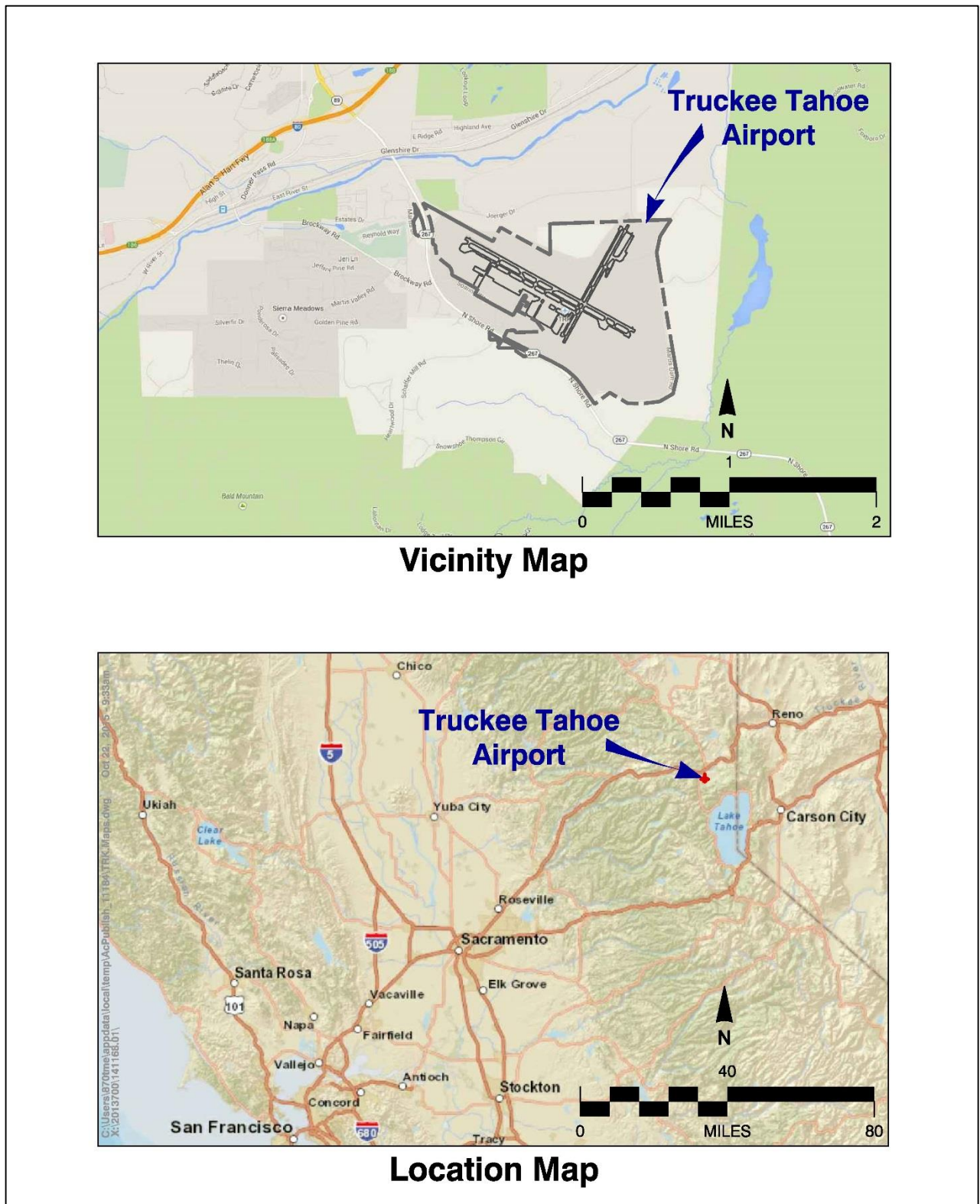


Figure 1  
Project Location

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## DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Kevin Smith, General Manager  
Signatory Name

Truckee Tahoe Airport District  
For

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	Potentially Significant Impact				
		Less than Significant Impact with Project Mitigation			No Impact	
		Less than Significant Impact				
		Comments				
1. AESTHETICS	11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	13	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potentially significant emissions of ROG unless NSAQMD's standard mitigations are implemented.
4. BIOLOGICAL RESOURCES	17	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>1. Potential to affect special status plants. Conduct special status plant surveys.</p> <p>2. Potential to affect nesting birds. Conduct construction activities between September 1 and January 31. If project construction activities must occur between February 1 to August 31, conduct pre-construction surveys and establish buffers and monitoring, as needed.</p> <p>3. Potential to affect bats. Trees or snags greater than 12-inch diameter selected for removal would be inspected by a qualified wildlife biologist for the presence of foliage-roosting bats and potential dens. Identified sites would be flagged and construction activities would be avoided within a minimum of 300 feet surrounding each occupied roost. No construction between November 1 and March 1 for winter roosts or during March 1 to July 31 in maternity colony roosts.</p> <p>4. Wetlands may be impacted by the project. A jurisdictional delineation will be conducted to address specific impacts to wetlands or waters from any planned project disturbance and avoid, minimize, or mitigate for any potential impacts.</p>

5. CULTURAL RESOURCES	20	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>1. Potential to affect cultural sites. Affected sites will be evaluated by a qualified archaeologist in consultation with the Native American community to develop a site specific plan to ensure that any eligible sites are protected to the extent practicable.</p> <p>2. Construction would be stopped in the event that any subsurface cultural or historical remains are discovered. Work will remain stopped until a qualified archaeologist and a representative of the Native American Heritage Commission are consulted as to what additional mitigation measures may be necessary.</p>
6. GEOLOGY/ SOILS/ SEISMICITY	21	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential for erosion during construction. Sediment and Erosion Control Measures will be implemented during construction including development and implementation of a Storm Water Pollution Prevention Plan and best management practices.
7. GREENHOUSE GAS EMISSIONS	23	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potentially significant greenhouse gas emissions unless building standards are implemented and transit use is expanded.
8. HAZARDS/HAZARDOUS MATERIALS	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. HYDROLOGY/WATER QUALITY	27	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	28	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. MINERAL RESOURCES	33	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. NOISE	34	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Construction noise associated with development on the nonaviation commercial/industrial parcel could create significant impacts unless mitigated through limitations on the hours of construction.
13. POPULATION/HOUSING	38	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14. PUBLIC SERVICES	39	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
15. RECREATION	40	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	41	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>1. LOS could fall below acceptable levels unless the project contributes to road improvements designed to improve LOS levels.</p> <p>2. Line of sight near intersections could be less than standard unless landscaping plans provide standard sight distances.</p>
17. UTILITIES/SERVICE SYSTEMS	45	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	47	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All potential impacts have been mitigated to a less than significant level.

## ENVIRONMENTAL CHECKLIST

### 1. AESTHETICS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

a): **Less Than Significant Impact.** The areas surrounding the Airport contain views of wide open spaces and the surrounding mountain peaks. The proposed projects are consistent with other development on the Airport property and would not change the character of existing views. New hangars and tie-downs would be adjacent to existing facilities. Planned property acquisition areas are proposed to control building and use guidelines such that future use of the lands is consistent with airport land use.

Source: 21

b): **No impact.** The section of Interstate 80 north of the Airport has been identified as eligible for designation as a State Scenic Highway. However the Airport is not visible from Interstate 80 due to intervening terrain and trees.

Sources: 3, 21

c): **Less Than Significant Impact.** The project site is an operational airport on the developed periphery of Truckee. A partially developed industrial park lies immediately west of the project site. Implementation of the proposed plan will largely consist of infill of structures within the existing terminal area. Because the changes to the airfield (i.e., changes to taxiway locations and shift/extension of Runway 2-20) have little vertical dimension, they will not be readily discernable from public roads and other vantage points. The changes and additions to the Airport will be consistent with existing development.

Source: 21

d): **Less Than Significant Impact.** The proposed plan would add or expand auto and aircraft parking, aircraft hangars and shift the location of one runway and taxiways. Each of these uses will have lighting for safety and security purposes. No distinctly new form of lighting will be added (e.g., approach lighting system). All of the new/modified lighting will be similar to lighting sources that currently exist.

Sources: 20, 21

## Mitigation

None.

## 2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a – e): **No Impact.** No portion of the project site is located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the Important Farmland in California map prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (FMMP 2010). Likewise, there are no agricultural or forestry leaseholds on the Airport. Nor would any off-airport agricultural or forestry resources be affected by this project, since the land proposed for acquisition is not in agricultural or forest land use.

Source: 7

**Mitigation**

None.

**3. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a – e): The Airport lies within Mountain Counties Air Basin which is under the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD). The area is currently in nonattainment for the State 1-hour and 8-hour ozone standards and the State PM10 and PM2.5 (particulates) standards. The area is in Attainment or Unclassified for all other regulated pollutants. The area is either Attainment, Unclassified or Recommended Unclassified for all Federal standards. Ozone exceedances in Nevada County are primarily due to transport from the Broader Sacramento Area and the San Francisco Bay Area. Major contributors to particulate matter in the project area are woodstoves and fireplaces, residential open burning, dust emissions from construction and earth-moving equipment, forestry management burns, transport from agricultural burns, vehicle traffic and windblown dust.

NSAQMD has established thresholds recommended to be used when preparing initial studies. If, during the preparation of the initial study, the lead agency finds that any of the following thresholds may be exceeded and cannot be mitigated down to Level B, then a determination of significant air quality impact must be made and an EIR is required.

Thresholds of significance are based on a source’s projected impacts and are a basis from which to apply mitigation measures. The District has developed a tiered approach to significance levels: a project with emissions meeting Level A thresholds will require the most basic mitigations; projects with projected emissions in the Level B range will require more extensive mitigations; and those projects which exceed Level C thresholds will require the most extensive mitigations. The tiered

thresholds for Level A, B and C are given below for a project's estimated emissions of criteria pollutants in lbs./day.

Level A Thresholds		
NOX	ROG	PM10
<24 lbs./day	<24 lbs./day	<79 lbs./day

Level B Thresholds		
NOX	ROG	PM10
24-136 lbs./day	24-136 lbs./day	79-136 lbs./day

Level C Thresholds		
NOX	ROG	PM10
>136 lbs./day	>136 lbs./day	>136 lbs./day

NSAQMD policy is that nitrous oxides (NOx), reactive organic gasses (ROG) and PM10 emissions must be mitigated to a level below significant. If emissions for NOx, ROG and PM10 exceeds 136 pounds per day (Level C), then there is a significant impact; below Level C is potentially significant.

EDMS (version 5.1.4.1) was used to model emissions because the other models commonly used in California, URBEMIS (an older model) and CalEEMod (its replacement) do not include aircraft. The model calculated that implementation of the project would produce the following amounts of the three key emissions:

- NOx – 19.2 lbs/day
- Total Organic Gasses (TOG) – 73.8 lbs./day
- PM10 – 4.4 lbs./day

Both NOx and PM10 emissions are lower than the Level A Thresholds and therefore judged to not be significant.

The EDMS model does not calculate ROG, but does calculate the amount of total organic gasses (TOG). TOG being more inclusive will always be larger than ROG. Therefore, TOG can be used as a conservative estimate of ROG. Based upon the total above, this project will fall within the Level B Thresholds. NSAQMD's guidance document (*Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects*) contains standard mitigation measures that, if implemented, will reduce air quality impacts to a level that is less than significant. Those measures relevant to nonresidential uses are contained in Mitigation Measure **AIR-1**. A table showing all emissions calculated by the EDMS model is presented in **Appendix A**.

This project is a 20-year plan. The plan contains a number of individual construction projects that will be implemented over the life of the plan. Construction activities have the potential to generate a variety of emissions. Dust control measures are contained in Mitigation Measure **AIR-2**. Measures to minimize emissions associated with equipment exhaust are described in Mitigation Measure **AIR-3**. Measures to minimize generation of volatile organic compounds from painting of structures are presented in Mitigation Measure **AIR-4**.

Sources: 21, 27

### **Mitigation**

**AIR-1:** These mitigation measures are grouped by category as listed in NSAQMD's Guidelines:

1. Mitigations for Use During Design and Construction Phases
  - a. Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by NSAQMD. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
  - b. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.
  - c. Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.
  - d. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.
2. Mitigation for Public Transit
  - a. Streets shall be designed to maximize pedestrian access to transit stops.
3. Mitigation for Traffic Emissions
  - a. The project shall provide for pedestrian access between bus service and major transportation points within the project, and between separate sections of the project, where feasible.

**AIR-2: Dust Control Measures.** A Dust Control Plan shall be submitted to NSAQMD for approval prior to any surface disturbance, including clearing of vegetation. Approved dust control measures shall be included in the General Notes and/or the Grading Plan for the project, under a descriptive heading such as "Dust Control." The following conditions constitute an approvable Plan under Rule 226. Conditions should be more stringent for projects near sensitive receptors or for mitigation purposes.

1. The applicant shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
2. 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 a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
3. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
4. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.



5. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
6. 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 manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.
7. 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.
8. 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 dirt and/or mud which may have resulted from activities at the project site.
9. 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-3: Minimize Construction Equipment Idling.** In order to reduce emissions from construction equipment, the Airport shall include the following standard note on the grading and improvement plans:

“During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. Idling of construction-related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.”

**AIR 4: Use Low-VOC Architectural Coatings for the Proposed Structure.** To ensure that the project will not result in the significant generation of VOCs, all architectural coating shall utilize low-VOC paint (no greater than 50g/L VOC). Prior to building permit issuance, the developer shall submit their list of low-VOC coatings to the NSAQMD for review and approval. The developer shall then provide written verification from NSAQMD that all architectural coatings meet NSAQMD thresholds to be considered low-VOC. Finally, all building plans shall include a note documenting which low-VOC architectural coatings will be used in construction.

#### 4. BIOLOGICAL RESOURCES

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

#### Discussion

a): **Less Than Significant with Mitigation Incorporated.** Most of the areas where Master Plan projects are planned are characterized as shrubland and steppe vegetation dominated with *Artemisia tridentata*-*Purshia tridentata* stands. These vegetated areas have potential to support special-status species. A total of nine special-status plant taxa have moderate or high potential to occur within the Airport area and could be impacted by projects identified in the Truckee Tahoe Master Plan. These species include Plumas ivesia (*Ivesia sericoleuca*), Santa Lucia dwarf rush (*Juncus luciensis*), Lemmon's milk-vetch (*Astragalus lemmonii*), Davy's sedge (*Carex davyi*), Fresno ceanothus (*Ceanothus fresnensis*), Truckee cryptantha (*Cryptantha glomeriflora*), Nevada daisy (*Erigeron eatonii* var. *nevadincola*), Amethyst stickseed (*Hackelia methystina*), and Sierra

starwort (*Pseudostellaria sierrae*). However, with the implementation of Mitigation Measure **BIO-1**, this impact would be reduced to less than significant.

A portion of the Airport immediately adjacent to Runway 2-20 that would be used for the planned runway extension and widening is characterized as grassland and herblands dominated by *Elytrigia intermedia* stands. These grasses are planted and managed by the Airport. Though mixed with native species, these areas are unlikely to support special-status species.

A total of eight special-status wildlife species have moderate or high potential to occur within Airport area. These include willow flycatcher (*Empidonax traillii*), northern goshawk (*Accipiter gentilis*), Cooper's hawk (*Accipiter cooperii*), black-backed woodpecker (*Picoides arcticus*), Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*), western white-tailed jackrabbit (*Lepus townsendii*), Sierra Nevada red fox (*Vulpes vulpes necator*), and silver-haired bat (*Lasionycteris noctivagans*). It is likely that most potential habitat for special-status wildlife can be avoided, especially since most of the planned projects are in close proximity to existing development at the Airport. However, nesting birds could potentially be impacted by the Master Plan projects. With the implementation of Mitigation Measure **BIO-2**, this potential impact would be reduced to less than significant.

Potential bat roosting sites occur within the Master Plan Project area. In addition to impacts to special-status bats, the project has the potential to affect native wildlife nursery sites if trees, snags, or other structures on the site support a maternity colony of any species of bat. The loss of a large colony of any native bat species (e.g., silver-haired bat, longlegged myotis [*Myotis volans*]) would be a significant impact under CEQA. However, with the implementation of Mitigation Measure **BIO-3**, this impact would be reduced to less than significant.

Source: 15

b): **Less Than Significant Impact.** Though the study did indicate the presence of potential habitat for several special status species, the GANDA report concluded that no federally-designated critical habitat for any species occurs within the Airport property or within 3 miles of the Airport. Therefore, there would be a less than significant impact.

Source: 15

c): **Less Than Significant with Mitigation Incorporated.** A formal wetland delineation of the Airport was not conducted. However, potentially jurisdictional wetlands were mapped on airport property and thus could be affected by the Master Plan projects. Implementation of Mitigation Measure **BIO-4** would reduce this potential impact to less than significant.

Source: 15

d): **No impact.** No streams were identified in the project that could be home to fish. Likewise, no established native resident or migratory wildlife corridors or native wildlife nursery were identified. Thus, there is no impact.

Source: 15

e): **Less than significant impact.** Both Placer and Nevada Counties have tree ordinances. However, trees exist within only a few of the areas of the Airport where projects are planned and thus the impact would be less than significant.

Sources: 21, 24, 31

f): **No impact.** Placer County has a proposed Habitat Conservation Plan and a Natural Community Conservation Plan, though neither has been adopted as of April 2016. There are no other applicable local, regional, or state habitat conservation plans applicable to this area.

Source: 21

## Mitigation

**BIO-1:** Special-status plant surveys meeting the protocol requirements of CDFW will be performed in naturally vegetated portions of the Airport that may experience project-related disturbance. This protocol includes vegetation mapping using the current version of *A Manual of California Vegetation, Second Edition* (Sawyer, Keeler-Wolf and Evens 2009), a floristic plant list, multiple visits to sites based on suitable plant bloom times, and submission of any special-status plant finds into the CNDDDB. If special-status plants are found during protocol-level surveys within areas proposed for disturbance, a rare plant mitigation plan would be developed with agency consultation.

**BIO-2:** Protection Measures for Nesting Birds. To avoid or minimize potential impacts to nesting birds (including special-status species), construction activities such as site grubbing, excavation, grading, and the operation of heavy equipment will occur between September 1 and January 31, outside of the nesting season, to the extent feasible. If project construction activities must occur during the period from February 1 to August 31, a qualified wildlife biologist will conduct pre-construction surveys for nesting birds. During the surveys, the qualified biologist shall carefully search for active nests/burrows within the work zone and a surrounding buffer zone. If an active nest is found, the bird species shall be identified and the approximate distance from the closest work site to the nest shall be estimated. Appropriate buffer distances shall be established by a qualified biologist. If active nests are closer than the appropriate buffer distance to the nearest work site, then the active nest(s) shall be monitored for signs of disturbance. Coordination with USFWS and CDFW shall occur as necessary. Disturbance of active nests should be avoided, to the extent possible, until it is determined that nesting is complete and the young have fledged.

**BIO-3:** Protection Measures for Bats. All potential impacts to bats will be avoided if the project does not disturb trees or any existing buildings in the Study Area. If impacts to any medium or larger trees (greater than 30.5 centimeter [12-inch] diameter) that may harbor roosting bats cannot be avoided, the measures described below will be implemented.

1. Any medium or larger (greater than 30.5 centimeter [12-inch] diameter) tree or snag that is selected for removal would be inspected by a qualified wildlife biologist for the presence of foliage-roosting bats and potential dens (e.g., cavities, entrance holes). Cavities suitable as special-status bat roosts would be examined for roosting bats using a portable camera probe or similar technology. Buildings or other structures with potential for supporting special-status bats would be inspected by a qualified biologist for evidence of roosting colonies. If present, roosts of special-status or other bats (including day and night roosts, hibernacula, and maternity colonies) would be flagged and construction activities would be avoided within a minimum of 91.5 meters (300 feet) surrounding each occupied roost.
2. If a portion of the Study Area is being used as a winter roost, project activity would not take place during the period of hibernation (November 1 to March 1). If a portion of the Study Area is being used as a maternity colony, project activity would not occur during the maternity roost season (March 1 to July 31). If a non-maternity bat roost is found within the Study Area, the roosting bats would be safely evicted under the direction of a qualified biologist (as determined by a Memorandum of Understanding with CDFW). The qualified biologist would facilitate the removal of roosting bats using the following methods:
  - a. Opening the roosting area to allow airflow through the cavity or building (air flow disturbance).
  - b. Waiting a minimum of one night for roosting bats to respond to air flow disturbance, thereby allowing bats to leave during nighttime hours when predation risk is relatively low and chances of finding a new roost is greater than in the daytime.

- c. Disturbing roosts at dusk just prior to roost removal the same evening to allow bats to escape during nighttime hours.

**BIO-4:** A jurisdictional delineation meeting the requirements of USACE will be conducted in portions of the Airport that may experience project-related disturbance, particularly if habitat mapping in the subject area has identified wetlands or other water features. The delineation and other associated mapping can then be used to address specific impacts to wetlands or waters from any planned project disturbance and avoid, minimize, or mitigate for any potential impacts.

## 5. CULTURAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

a – c): **Less than significant with mitigation incorporated.** The planned extension and widening of Runway 2-20 is the only part of the project site where cultural sites or isolates have been identified. The runway extension and widening could potentially impact cultural sites in the vicinity of the Airport. If cultural resources cannot be avoided, potentially affected sites will need to be evaluated for their eligibility for the California Register and National Register of Historic Places. Resources that are determined eligible could be impacted by the project. However, with the implementation of Mitigation Measure **CUL-1**, the effects of the project on archeological resources are less than significant.

Source: 10

d): **Less than significant with mitigation incorporated.** No sites with human remains were identified within the project site. There is the potential that human remains could be discovered during construction activities. Implementation of Mitigation Measure **CUL-2** reduces potential impacts to a less than significant level.

Source: 10

### Mitigation

**CUL-1:** Affected sites will be evaluated by a qualified archaeologist in consultation with the Native American community to determine eligibility. Truckee Tahoe Airport, in consultation with a qualified archaeologist and the Native American community, will develop a site specific plan to ensure that

any eligible sites are protected to the extent practicable. The plan would include elements such as data recovery, archival research, public interpretation, and/or other means.

**CUL-2:** The contractor will adhere to the standard practice of immediately halting construction in the event that any subsurface cultural or historical remains are discovered during excavation or construction activities. Work will remain stopped until a qualified archaeologist and a representative of the Native American Heritage Commission are consulted as to what additional mitigation measures may be necessary to reduce any archaeological impact to a less-than-significant level before construction continues.

## 6. GEOLOGY, SOILS, AND SEISMICITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a, c ): **No Impact.** Truckee is not included on a list of cities and Placer and Nevada counties are not included in a list of counties affected by Alquist-Priolo Earthquake Fault Zones nor are they in an area subject to landside or liquefaction risk. Likewise, the area surrounding the Airport is classified as distant from known, active faults and will likely experience lower levels of shaking.

Sources: 4, 5

b): **Less Than Significant Impact with Mitigation Incorporated.** The majority soils underlying Truckee Tahoe Airport are classified as Martis-Euer variant complex, 2 to 5 percent slopes. Other soil types around the eastern and northern edges include Inville-Martis variant complex, 2 to 5 percent slopes, Kyburz-Trojan complex, 9 to 30 percent slopes, and Euer-Martis variant complex, 2 to 5 percent slopes.

Martis-Euer, Inville-Martis, and Kyburz-Trojan soils have a low soil erodibility factor making them less susceptible to erosion. Euer-Martis variant soils have a moderately low soil erodibility factor.

Source: 20

Some erosion or loss of topsoil could occur during construction of new facilities at the Airport. However, erosion control measures will be undertaken during construction to reduce the potential for soil erosion. Grading activities are will be performed in accordance with Placer and Nevada County standards to minimize potential impacts.. Implementation of mitigation measure **GEO-1** would further reduce potential impacts to soil to a less than significant level.

d): **No impact.** The majority of soils underlying Truckee Tahoe Airport are classified as Martis-Euer variant complex, 2 to 5 percent slopes. Martis-Euer variant soils are well drained with low plasticity index values and very little clay, giving them little potential for expansion (NRCS, 2015). Inville-Martis, and Kyburz-Trojan soils also are well drained with low plasticity index values. Thus, none of the soils underlying the Airport are expansive.

Source: 22

e): **No impact.** The proposed buildings will be connected to the existing sewer system. Thus, no septic tanks or alternative wastewater disposal systems are included as part of the proposed project.

Source: 21

### Mitigation

**GEO-1:** Provide Sediment and Erosion Control Measures during Construction Activities. To minimize soil erosion, best management practices will be utilized during construction. Disturbed areas will be seeded following construction. A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented for this project. Construction contractors will adhere to California erosion and sediment control programs as required by the SWPPP and Water Pollution Control Program developed for the project.

## 7. GREENHOUSE GAS EMISSIONS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

a, b): **Less than significant with mitigations incorporated:** Based upon the emissions modeling documented in the Air Quality section, this project's greenhouse gas (GHG) emissions are judged to be minimal in the context of statewide and regional emissions. The limited additions to existing facilities and low volume of increased aircraft and vehicle traffic make the incremental changes over a 20-year period minor. The EDMS model (see **Table 2**) calculated that the direct CO<sub>2</sub> generated by the facility will increase from 1,303 tons/year to 3,030 tons/year over the next twenty years. Typically, cumulative impacts are evaluated and, when appropriate, mitigated in the community's general plan and associated environmental impact report. In this case, the General Plan for Nevada County does not address GHG Emissions. Therefore, in this document it is assumed that the project will make a minor contribution to regional and statewide GHG emissions.

The principal contributors to GHG emissions will be aircraft, automobiles and trucks. Neither the Truckee Tahoe Airport District nor the Town of Truckee, Nevada County or Placer County have direct authority over emissions from these sources. Emissions from aircraft are regulated by the Federal Government while vehicle emissions are regulated by California and the Federal Government. Therefore, direct mitigation of these emissions is not possible at the local level. Instead, the Airport District and Nevada and Placer Counties (which have land use authority over airport property) must mitigate GHG emissions through measures which reduce consumption of fossil fuels in vehicles and structures. Mitigation Measure **GHG-1** addresses construction of new structures. Mitigation Measure **GHG-2** supports expansion of transit use. Additionally some of the mitigation measures for Air Quality (**AIR-1**, **AIR-3**, and **AIR-4**) can be considered mitigation measures for GHG emissions.

*Source:* 21

## Mitigation

**GHG-1:** Where feasible, given the type of structure, include the following features in new building construction:

1. The building shall include energy efficient indoor and outdoor lighting and light colored "cool" roofs.
2. Size and orientation of windows and doors shall be designed to take advantage of sun, shade and wind conditions to minimize the requirement on mechanical heating and cooling systems. Site buildings to take advantage of solar orientation. Proper building orientation facilitates the use of natural daylight.
3. Incorporate natural cooling by utilizing shading from tree canopies where feasible. Any combination of natural cooling techniques can be used to reduce overheating, reduce the need for air conditioning and reduce energy. This measure will largely be applicable to nonaviation commercial uses.
4. All windows and doors shall be Energy Star rated.
5. Upgrade insulation to exceed California Title 24 requirements.
6. The applicant shall consider the use of a renewable electricity generation, such as a solar photovoltaic system. Solar systems must be evaluated for compatibility with airport operations using the then current FAA guidance.

**GHG-2:** Encourage the use of transit services by:

1. Actively pursuing development of a transit hub on Truckee Tahoe Airport Road in conjunction with local transit agencies.
2. Communicate the availability of transit services to airport users and tenants.



## 8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a – b): The Master Plan includes construction of new hangars and a transit hub. Any fuel spills that occur within the Airport would be vehicles using the hangars and transit hub would likely use petroleum fuel products that could potentially spill. Existing regulations that apply to the handling, storage, and disposal of contaminated and hazardous materials provide sufficient control of this potential impact.

Hazardous materials used during construction and operation of the proposed project will be subject to the existing policies regarding handling, storage, and disposal of hazardous materials at the Airport, including those established in the Spill Prevention Control and Countermeasure (SPCC) Plan. Continued implementation of these pollution prevention measures eliminates the need for additional mitigation measures.

*Source: 44*

c): **No impact.** No schools are located within one-quarter mile of the Airport property.

*Source: 21*

d): **No impact.** The EnviroStor Database maintained by the California Department of Toxic Substances Control was reviewed. No active hazardous waste sites or known release sites were identified on or within the vicinity of the project.

*Source: 2*

e – f): **Less Than Significant impact.** The proposed project is located on a public use airport. The Truckee Master Plan Update is a comprehensive document developed to guide development of the Airport for the next 20 years. As such, it is designed to improve the Airport and be compatible with neighboring uses.

*Source: 21*

g): **No impact.** The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Proposed facilities would be reviewed by the relevant agencies prior to construction.

*Source: 21*

h): **No impact.** New Airport facilities would be constructed nearby existing airport facilities within the Airport property. Proposed buildings and facilities will be constructed in accordance with applicable fire codes and regulation and would not increase the risk to nearby people or structures to wildland fires.

*Source: 21*

## Mitigation

None

## 9. HYDROLOGY AND WATER QUALITY

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

### Discussion

a): **Less than significant impact.** Water quality issues will be limited to those related to construction activity and petroleum product spills associated with misfueling or accidents. Existing standard water quality measures are sufficient to make these potential impacts less than significant. The only waste discharge will be through the facilities of the Truckee Sanitary District. Additional waste discharge will be limited to domestic waste generated by additional use of the facilities associated with new hangars.

Sources: 21, 44

b): **Less than significant impact.** The Airport receives domestic water from the Tahoe Donner Public Utility District. The water supply comes from a mixture of wells and reservoirs in the Truckee area. General aviation airports are typically low water use facilities. The proposed addition of hangars (including one multi-use hangar) will incrementally increase water demand due to increase use of restrooms.

Sources: 21, 34, 35

g – h): **No impact.** No housing is included as part of the Truckee Airport Master Plan and the majority of the Airport is not located within the 100-year flood hazard area. There is a portion of the of the Airport property near the southwest boundary that is within the 100-year flood hazard area. However, no improvements are planned in this area and thus there is no impact.

Sources: 12, 13

i): **No impact.** The Town of Truckee 2025 General Plan EIR discusses five dams in the vicinity of Truckee. Prosser, Boca and Stampede Reservoirs, are located just north of Truckee. Smaller dams are located at Donner Lake and Martis Creek Lake. Each of these dams has the potential to fail and release water that could result in severe short-term flooding. However, the 2025 General Plan EIR states that maximum outflow from a failure of the Prosser, Boca or Stampede dams would be contained within the banks of the Truckee River (DCE 2006). Thus, there would be no impact to the project area.

Source: 8

j) **Less Than Significant Impact.** The potential risk of seiche is low at Truckee Tahoe Airport due to the low levels of seismic activity. Likewise, the project is not at risk of a tsunami due to its inland location. The surrounding area is somewhat at risk of mudflows due to its proximity to steep hillsides. However, the project site area and Airport property are relatively flat resulting in a less than significant impact for a mudflow.

Source: 6

**Mitigation**

None.

**10. LAND USE AND LAND USE PLANNING**

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a) **No impact.** All proposed Master Plan projects will be constructed on Airport property. The Master Plan also proposes land acquisition of two vacant parcels which are contiguous to the Airport. These properties have a general plan land use designation of Public, consistent with the Airport's designation. The proposed Master Plan improvements will not require relocation of homes or businesses. Therefore, the proposed Master Plan projects will not divide an established community. No impact is anticipated.

b) **Less than significant impact.** The Truckee-Tahoe Airport is bifurcated by the Nevada and Placer County line. The northern portion of the Airport, which includes most of the Airport facilities, lies within the County of Nevada. The southern end of the runways and about a third of the contiguous Airport property lies in Placer County. The Town of Truckee, the only incorporated community in the area, lies directly to the northwest with the town boundary wrapping around the west and north sides of the Airport property. These three local agencies have land use authority in and around the Airport.

Also influencing land use planning in the Airport environs is the Truckee Tahoe Airport Land Use Commission (ALUC). The ALUC is responsible for ensuring the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports. The ALUC achieves this purpose by preparing and adopting an Airport Land Use Compatibility Plan (ALUCP) and reviewing the plans, regulations and other actions of local agencies and airport proprietors.

The focus of this assessment is to determine:

1. If the proposed Master Plan projects will conflict with local land use plans; and
2. If the aeronautical assumptions underlying the Truckee Tahoe ALUCP change as a result of the Master Plan proposals in a manner that would warrant increasing restrictions on adjacent land uses and thus would warrant a change to the ALUCP.

As detailed below, certain Master Plan proposals will have minor conflicts with the land use plans for Nevada County, Placer County and Town of Truckee, as well as conflict with the underlying aeronautical assumptions of the Truckee-Tahoe ALUCP. The specific conflicts are noted below for each agency.

### ***Nevada County General Plan***

Planned land use designations provided for the Airport property include: Public, Community Commercial, Business Park, Industrial, and Open Space. Most of the proposed Master Plan projects include improvements to the airfield and aircraft parking areas. These proposed projects are consistent with the planned land use designation of Public. However, the proposed Master Plan runway and taxiway improvements technically conflict with Nevada County's Open Space designation, as the designation does not permit airports. Nevertheless, this conflict is considered to be less than significant as the Open Space designation covers the north end of the existing airfield and thus the inconsistency already exists.

The Master Plan also proposes a transit center west of Truckee-Tahoe Airport Road in the vicinity of the present long-term parking lot. The proposed transit center will include an expanded rental car facility, public transportation hub and short and long-term parking with potential automobile parking lot. The proposed transit center lies within the County's planned land use designation of Industrial and zoning district of Light Industrial (M1) and Site Performance Combining District (SP). The Light Industrial designation allows parking facilities not attached to a specific use with a Use Permit.

Another Master Plan proposal is to construct a large multi-use hangar. The hangar would be used to store aircraft during winter peak activity to shelter them from bad-weather conditions. When not needed by aircraft, the hangar would be available for community events. The aviation element of the proposed multi-use hangar is consistent with the County's Public designation. The community events component of the project would be allowed with a Use Permit.

### ***Placer County General Plan***

Planned land use designations provided for the southern portion of the Airport property include: Public/Quasi Public and Open Space. Most of the proposed airfield improvements fall within the area designated as Public/Quasi Public. Portions of the existing runways fall within the Open Space designation. The Open Space Zoning District allows airfields with a conditional use permit. Therefore, the Master Plan proposal to lengthen and widen Runway 2-20 to the south would be consistent with the Open Space designation.

Section II: Land Use, Discussion 4, Truckee-Tahoe Airport (page 31) and Section V: Transportation and Circulation, Discussion 5, Aviation (page 71) describe existing and planned airport facilities as detailed in the Truckee Tahoe Airport Master Plan (November 1998). The narrative description in the County's General Plan will need to be updated to reflect the proposed airport improvements described in the draft Master Plan. This conflict is considered to be less than significant.

### ***Town of Truckee General Plan***

The draft Master Plan proposes acquisition of two parcels. One parcel is located north of the approach end of Runway 11, near Joerger Road. Acquisition of this parcel would serve two purposes: provide landside access to the north side of Runway 11-29 and limit growth of vegetation that may penetrate critical airspace surfaces near the approach to Runway 11. The second parcel is located within the runway protection zone (RPZ) at the approach end of Runway 20. FAA policy strongly encourages fee simple acquisition of land within RPZs. Airport control of this land is considered necessary to limit any potential development, especially incompatible land uses. These parcels are associated with the water treatment facilities operated by the Truckee-Tahoe Sanitary Agency and have a planned land use designation of Public. Therefore, the land acquisition proposals of the Master Plan do not conflict with the Town's General Plan.

The future noise contours provided in the General Plan are from the 2004 Truckee Tahoe Airport Land Use Compatibility Plan (ALUCP) and reflect 120,000 annual operations. A note on General Plan Figure N-2 indicates that the noise contours are "intended to be used for planning purposes in determining where land uses may be affected by noise, and where additional studies or analysis may be required to provide detailed information on potential noise exposure." The draft Master Plan future noise contours represent aircraft activity for 2025 (31,139 annual operations) on the future runway configuration with increased utilization of Runway 2-20. These Master Plan proposals result in future noise contours that differ in shape and size than those provided in the General Plan (see **Figure 3**). Although the General Plan noise contours are generally larger, the Master Plan future noise contours are slightly wider off the ends of Runway 2-20. The additional areas encompassed by the wider noise contours include lands within the Town of Truckee designated as Public and lands along Highway 267 corridor in Placer County designated as Open Space. These land use designations are compatible with airport operations. Updating the noise information in the Town's General Plan is considered to be a less than significant impact. As such, the proposed Master Plan improvements to Runway 2-20 are deemed to conflict with the Town's General Plan.

Chapter 18.20.030, Airport Operations Overlay District and Chapter 18.64, Truckee-Tahoe Airport Area Restrictions, of the Truckee Municipal Code reference the airspace protection surfaces, noise contours, and safety areas provided in the 2004 Truckee-Tahoe ALUCP. As detailed below, the proposed Master Plan improvements differs from the underlying assumptions of the 2004 ALUCP and thus will require an update to the ALUCP. Consequently, an amended ALUCP will create an inconsistency, or conflict, between the new ALUCP and the above-indicated chapters of the Truckee Municipal Code. This conflict is considered to be less than significant for the reasons noted above.

### ***Truckee Tahoe Airport Land Use Compatibility Plan***

The Truckee Tahoe Airport Land Use Compatibility Plan (ALUCP) was adopted in 2004 by the Foothill Airport Land Use Commission (ALUC), which at the time served as the ALUC for the Airport. That function now resides with a new Truckee Tahoe ALUC staffed by the Nevada County Transportation Commission. The Truckee Tahoe ALUC adopted the 2004 Truckee Tahoe ALUCP on October 19, 2010.

The Truckee Tahoe ALUCP establishes airport land use compatibility policies and zones for the areas in and around the Airport. The compatibility policies address airport-related impacts regarding noise, safety, airspace protection, and overflight concerns. The ALUCP zones affect land areas within the local jurisdictions of Nevada County, Placer County and the Town of Truckee.

The current ALUCP is based upon the 2000 Truckee Tahoe Airport Master Plan which included proposals for the construction of two additional runways. One would be parallel to the primary runway and intended for flight training. The second would be a turf runway parallel to the crosswind runway and intended for sailplane activity. As part of the proposed Truckee-Tahoe Airport Master Plan, both future runways have been eliminated. Instead, the draft Master Plan proposes to widen Runway 2-20 and extend it to the south.

Although it is speculative to determine how the ALUCP might modify the current ALUCP, the proposed runway reconfiguration, as well as other Master Plan proposals, will necessitate a change to the current ALUCP. The following Master Plan proposals are anticipated to have off-airport land use compatibility implications:

1. Elimination of a new 5,650-foot runway proposed to parallel the existing primary runway (11-29) for flight training operations.
2. Elimination of a turf 2,000-foot runway proposed to parallel the crosswind runway (2-20) for use by sailplanes.
3. Continuation of the primary runway (now 11-29 but then designated 10-28) as a runway design code (RDC) B-II facility rather than upgrading it to category C-II. The latter requires greater setback distances around the runway and larger runway protection zones.
4. Elimination of the proposed nonprecision instrument approach to Runway 29.
5. Addition of a future nonprecision instrument approach to Runway 20.
6. Reduction in projected aircraft operations in the future.
7. Lengthening and widening Runway 2-20 and upgrading the runway to RDC B-II in the future for use by larger, heavier aircraft.

Elimination of the two future parallel runways and continuation of the current runway design code for Runway 11-29 could result in a narrowing of the current ALUCP compatibility zones. Likewise, the elimination of the proposed instrument approach to Runway 29 is anticipated to result in less stringent height restrictions on off-airport land uses than what is currently established in the 2004 ALUCP. Conversely, upgrading and extending Runway 2-20 to the south will necessitate larger compatibility zones and more stringent height restrictions.

#### **Noise Factor**

The proposed reduction in future aircraft operations is anticipated to have little to no effect on the size of the ALUCP zones. The draft Master Plan 2025 noise contours represent 49,773 annual operations on the future runway configuration with increased utilization of Runway 2-20. The ALUCP noise contours reflect 120,000 annual operations. When comparing the 2025 noise contours with the ALUCP contours, the ALUCP noise contours are generally larger with two exceptions (see **Figure 3**). Approximately 2.89 acres of land north of the approach end of Runway 20 fall within the 55 CNEL noise contour and 0.17 acres of land south of the approach end of Runway 2 fall within the 60 CNEL contour. The affected lands north of the Airport lie within the Town of Truckee and have a zoning designation of Public Facility. The property is controlled by the Truckee Sanitation District. The affected land south of the Airport lies within unincorporated Placer County and is zoned Open Space. The affected area encompasses portions of Highway 267 and associated public right-of-ways. None of the land uses affected by the larger noise contours is considered to be noise-sensitive. As indicated by ALUC Policy 4.1.3, the locations of CNEL contours are among the factors used to define the compatibility zones. ALUCP Table 2B specifies the CNEL contours upon which the compatibility zones are based. Table 2B indicates that Compatibility Zones B1 and C encompass areas within the 60 CNEL and 55 CNEL contours, respectively. As can be seen in **Figure 3**, the current ALUCP zones continue to encompass the respective new contours, thus the differences between the ALUCP and Master Plan CNEL noise contours will not require a change to the ALUCP zones.

### **Airspace Factor**

The Master Plan proposal to upgrade Runway 2-20 will require an enlargement of the ALUCP compatibility zones to address airspace issues. The airspace protection surfaces provided in the current ALUCP reflect a visual runway for use by “small” aircraft weighing no more than 12,500 pounds. The Master Plan proposal includes lengthening as well as upgrading Runway 2-20 to a non-precision runway for use by aircraft weighing more than 12,500 pounds. As can be seen in **Figure 4**, the Master Plan proposal to upgrade Runway 2-20 will result in a larger set of airspace protection surfaces than what is included in the current ALUCP. The larger airspace surfaces will result in more stringent height limits for the areas off-airport than those established by local zoning codes. For example, the area immediately south of the approach end of Runway 2 along Highway 267 is zoned Open Space. Placer County’s zoning ordinance allows heights of up to 36 feet, whereas the new airspace surfaces would limit structures to as low as 19 feet. However, the overall impact on the underlying properties are anticipated to be negligible as the Master Plan proposes the use of declared distances as a means of maintaining current flight patterns. Therefore, aircraft will not actually be flying lower over the affected properties. North of Runway 2-20, the Town of Truckee’s Public Facility district allows structures of up to 35 feet in height. Since the Airport lies on a bluff, the ground elevation within the Town’s jurisdiction is significantly lower than the Airport’s elevation and no off-airport lands would be restricted to structure heights of less than 35 feet as a result of the revised airspace surfaces. Therefore, the overall effect of larger airspace surfaces on the Town of Truckee is negligible. Nevertheless, both County of Placer and the Town of Truckee have an airport-specific zoning district that limits heights based on the “applicable ALUCP.”<sup>2</sup> Therefore, the 2004 ALUCP should be amended to reflect the larger airspace surfaces.

### **Safety and Overflight Factors**

A significant emphasis of the draft Master Plan is devoted to reducing and mitigating annoyance resulting from aircraft overflights. The purpose of extending and upgrading Runway 2-20 is to encourage more aircraft to operate on this runway more often. The goal of the proposed Runway 2-20 improvements is to more evenly distribute air traffic between the two runways to reduce the number of noise events affecting residential areas west of the Airport.

Although the Master Plan’s proposal to upgrade and lengthen Runway 2-20 to the south is to encourage larger, heavier aircraft to operate from Runway 2-20 rather than Runway 11-29, the overall noise impact from shifting larger aircraft to Runway 2-20 is minimal as the noise contours are generally smaller than those in the 2004 ALUCP. Additionally, the draft Master Plan proposes the use of declared distances. Declared distances specifies the maximum distances available for landing and takeoff. Using declared distances, the additional length south of the approach end of Runway 2 is only usable for takeoffs to the north; thereby allowing aircraft to reach higher altitudes over populated areas. Landings on Runway 2 from the south would not be able to use this additional runway length; thereby maintaining current flight patterns. Therefore, from a safety and overflight perspective, this Master Plan proposal would not warrant a change to the ALUCP zones as the ALUCP adequately addresses the geographic extents of these two compatibility factors.

Sources: 21, 45

c) **No impact.** There are no local or State-established habitat or species conservation plans that are applicable to the project site.

Source: 15

### **Mitigation**

None.

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<sup>2</sup> Placer County has the Airport Overflight Zoning District and Town of Truckee has the Truckee-Tahoe Airport Area Restrictions district.



## 11. MINERAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

a – b): **Less than significant impact.** Special Report 164. Mineral Land Classification of Nevada County, California and Open File Report 95-10. Mineral Land Classification of Placer County map the geology of airport property as undifferentiated glacial till, moraine, and outwash deposits of varying ages and older alluvium consisting of moderately to highly weathered, unconsolidated silt, sand, and gravel. Additionally, reports for both counties do not list any significant mineral resources within the airport property. Likewise, the reports map the airport property as an area of no known mineral occurrence for the most part. There are sections that may have confirmed construction aggregate resources, but the significance is unconfirmed. There are no existing mining operations at the airport and the proposed Master Plan projects will be consistent with existing uses and nearby existing development. Thus, the Master Plan will have a less than significant effect on mineral resources.

Sources: 16, 17

### Mitigation

None.

## 12. NOISE

Would the proposed project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, c): **Less than significant impact.** The principal source of noise from the proposed Truckee-Tahoe Airport Master Plan will be from aircraft noise. Depending upon the location of a specific receiver, aircraft noise may be mostly caused by aircraft in flight or aircraft moving on the airfield.

As directed by the U.S. Congress in the Aviation Safety and Noise Abatement Act (ASNA) of 1979, the FAA and other branches of the federal government have established guidelines for noise compatibility based on annoyance. Day Night Average Sound Level (DNL) is the standard Federal metric for determining cumulative exposure of individuals to noise. In 1981, the FAA formally adopted DNL as its primary metric to evaluate cumulative noise effects on people due to aviation activities. For states like California, the FAA accepts the Community Noise Equivalent Level (CNEL) metric to assess noise effects. The State of California requires the use of CNEL contours to assess the long-term or cumulative effects of noise from aircraft and other transportation sources.

DNL is the 24-hour average sound level in decibels (dB). This average is derived from all aircraft operations during a 24-hour period that represents an airport's average annual operational day. DNL adds a 10 dB noise penalty to each aircraft operation occurring during nighttime hours (10 p.m. to 7 a.m.). For example, the 10 dB penalty in the FAA's Integrated Noise Model (INM) means that noise from 1 aircraft operating between 10 p.m. and 7 a.m. counts as 10 operations. DNL

includes that penalty to compensate for people's heightened sensitivity to noise during the nighttime period.

Like DNL, the CNEL is an average sound level during a 24-hour period. CNEL adds a 5 dB penalty for each aircraft operation during evening hours (7 p.m. to 10 p.m.) as well as a 10 dB penalty for nighttime operations. The evening noise penalty accounts for people's sensitivity to noise during evening hours when they may be outside and fewer noise-producing activities occur.

DNL and CNEL metrics are very similar. There is little actual difference between the two metrics in practice. Calculations of CNEL and DNL from the same data generally yield values with less than a 0.7 decibel difference (Caltrans 1983, p. 37).

FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, Appendix A, paragraph 14.3, page A-61, defines the threshold of significance for noise impacts as follows:

*"A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of Day Night Average Sound Level (DNL) 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe".*

For the purposes of assessing noise impacts of the proposed Truckee Master Plan, the federal standard related to aircraft noise impacts, using the CNEL metric, is used as the CEQA threshold of significance.

#### *Methodology for Assessing Aircraft Noise Impacts*

New noise contours were developed for the proposed Truckee Tahoe Airport Master Plan using the FAA's Integrated Noise Model (INM), version 7.0d. Noise contours were modeled for three airport scenarios:

- **Base Year (2013):** This scenario reflects current (2013) aircraft activity on the existing runway configuration. Under current conditions, Runway 11-29 is the predominant runway used for landings and takeoffs. The noise contours represent 26,470 annual aircraft operations.
- **No Build (2025):** This scenario represents the 2025 aircraft activity forecast on the existing runway configuration. The 2025 forecast represents 31,139 annual operations. The runway utilization distribution is assumed to be consistent with that of the base year scenario.
- **Proposed Project (2025):** A significant emphasis of the proposed Master Plan is devoted to reducing and mitigating annoyance resulting from aircraft overflights. The proposed project includes a westerly extension and upgrade of Runway 2-20 as a means of encouraging more aircraft to operate on this runway more often. The goal of the proposed Runway 2-20 improvements is to more evenly distribute air traffic between the two runways to reduce the number of noise events affecting residential areas west of the Airport. This scenario applies the 2025 aircraft activity level on the future runway configuration and assumes greater utilization of Runway 2-20 as compared to the base year and no build scenarios.

The methodology employed for this analysis first identifies if there are noise-sensitive receptors in the 65 CNEL contour for the No Build (2025) scenario. Next, the same evaluation is conducted for the Proposed Project (2025) scenario. For CEQA purposes, a significant impact occurs if the Proposed Project (2025) increases noise exposure by 1.5 dB to existing noise-sensitive areas or exposes new noise-sensitive receptors to noise at or above 65 CNEL. **Figure 5** depicts the 65 CNEL noise contour for all three airport scenarios.

The 65 CNEL noise contour for all three airport scenarios remain entirely on the Airport, with the exception of a small area north of the approach end of Runway 20. The affected area includes a steep bank (airport lies on a bluff) that is undeveloped. The property is owned by the Truckee

Sanitary District. The Town of Truckee 2025 General Plan map designates this area as Public. No noise-sensitive receptors exist in or are planned for this location. Therefore, the aircraft-related noise impacts would be less than significant without mitigation.

Sources: 20, 21

c): **No impact:** No blasting or pile-driving is anticipated to be used in implementation of the project. Therefore, the project will have no impact on this criteria.

Sources: 21

d): **Less than significant impact with mitigation.** Noise will be generated during the construction of the proposed Master Plan improvements. The nearest noise-sensitive uses from any proposed construction location would be the residential areas located northwest and west of the Airport. The nearest residential use is about 1,300 feet from the nearest construction site (the area designated for future hangars adjacent to Soaring Way). Less sensitive commercial and industrial uses lie adjacent to some future project development sites. The largest project contemplated in the Airport Master Plan is shifting and lengthening of Runway 2-20. The nearest point in the construction area for this project to occupied commercial buildings is 1,500 feet and to residential uses is 3, 100 feet.

Construction equipment generates single-event noise levels in the range of 70 to 90 dB at a 50-foot distance from the source. This level of noise can be disruptive to surrounding land uses. However, noise levels from a point source, such as construction equipment, decreases at a rate of approximately 6 dB with each doubling of distance from the source. Therefore, at a distance of 1,200 feet, the resulting construction equipment noise levels would range from 43 dB to 63 dB. At 1,500 feet noise levels would be reduced to 42 dB to 60 dB. At 3,100 feet the noise levels would be further reduced to 38 dB to 54 dB. In some cases intervening buildings or topography would further reduce noise at noise-sensitive locations. Additionally, modern construction of buildings further reduce interior noise levels by 15 to 25 dB.

The Nevada County General Plan established exterior noise limits (shown in **Table 2**).

<i>Table 2</i>				
<i>Exterior Noise Limits</i>				
Land Use Category	Zoning Districts	Time Period	Noise Level	
			Leq	Lmax
Rural	"A1" "TPZ"	7 am - 7 pm	55	75
	"AE" "OS" "FR" "IDR"	7 pm - 10 pm	50	65
		10 pm - 7 am	40	55
Residential and Public	"RA" "R2" "R1" "R3" "P"	7 am - 7 pm	55	75
		7 pm - 10 pm	50	65
		10 pm - 7 am	45	60
Commercial and Recreation	"C1" "CH" "CS" "C2" "C3" "OP" "REC"	7 am - 7 pm	70	90
		7 pm - 7 am	65	75
Business Park	"BP"	7 am - 7 pm	65	85
		7 pm - 7 am	60	70
Industrial	"M1" "M2"	any time	80	90

Comparing the noise-distance data presented above it can be concluded that construction noise related to the Runway 2-20 shift and extension does not exceed standards for the relevant land uses. However, construction associated with the hangars near Soaring Way (public) would exceed standards if construction occurred between 10 p.m. and 7 a.m.

Sources: 21, 25

**Mitigation**

**NOI-1:** Limit construction work hours on the northwestern hangar site to 7:00 a.m. to 10:00 p.m. Monday through Saturday. Prior to issuance of grading and building permits improvement plans shall reflect the permitted hours of construction.

**13. POPULATION AND HOUSING**

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

a): **Less than significant impact.** The Tahoe Truckee Airport Master Plan anticipates construction of additional aircraft parking and storage, a multi-use hangar, a loop road, transit center and an extension and widening of Runway 2-20. The limited additional employment opportunities created by these facilities could result in new residents. The additional development is anticipated in the general plans of the Town of Truckee and Nevada County. No unusual factors have been identified that would suggest that the planned infill development would result in substantial population growth.

Sources: 20, 21, 26, 39

b – c): **No impact.** The Master Plan is not in a residential area and does not include any projects that would displace housing or people. Thus, there is no impact.

Source: 38

**Mitigation**

None.

## 14. PUBLIC SERVICES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

a.i – a.ii): **Less than significant impact.** The Tahoe Truckee Airport Master Plan includes proposed projects that would provide additional aircraft parking and storage. Likewise, it includes construction of a loop road and transit center and an extension and widening of Runway 2-20, all of which could result in increased use. The new buildings and facilities would require police and fire protection. However, the new facilities are infill within an existing airport and associated industrial park and it is not anticipated to require increase to existing fire and police protection.

Source: 21

a.iii– a.v): **No impact.** Implementation of the Master Plan may result in an incremental increase in population. This could result in incremental increases in demand on existing schools, parks, and other facilities. However, the scale of this development is too small to result in a significant increase in demand for services.

Source: 21

### Mitigation

None.

## 15. RECREATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a): **Less than significant impact.** Implementation of the Master Plan may result in additional employment which could result in additional demand for recreational facilities. However, the scale of demand is too small and too speculative to be capable of causing deterioration of recreational facilities.

*Source: 20*

b): **No impact.** The Master Plan does not include new or expansion of existing recreational facilities.

*Source: 20*

### Mitigation

None.

## 16. TRANSPORTATION AND TRAFFIC

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

To analyze potential traffic impacts associated for this project, LSC Traffic Consultants, Inc. (LSC) prepared a comprehensive traffic analysis for this project. This analysis was prepared with consultation with the Town of Truckee, Nevada County Department of Public Works and to a lesser extent Placer County Public Works. The traffic study was routed to Caltrans for comment, but comments regarding the adequacy of the analysis were not provided. The scope of the study included the following study scenarios:

Based upon input received from Nevada County staff and Town of Truckee staff, this study includes the following study scenarios:

1. Existing 2015 Without Project
2. Existing 2015 With Airport Master Plan Project (Full Aviation Buildout)
3. Existing 2015 With Approved Development Projects With Proposed Project
4. Future Cumulative Conditions Without Project
5. Future Cumulative Conditions With Airport Master Plan Project



The following four study intersections are included:

1. State Route (SR) 267/Brockway Road/Soaring Way
2. Joerger Drive/Soaring Way
3. Airport Road/Soaring Way
4. SR 267/Airport Road/Schaffer Mill Road

Based on the traffic analysis, LSC came to the following findings. LSC's report also included recommendations including one specific mitigation measure which will be discussed below. The findings of the Traffic Impact Analysis are as follows:

1. The project is expected to generate up to 133 one-way vehicle-trips (34 inbound and 99 outbound) at the site access points during the summer PM peak hour, and approximately 767 one-way trips over the course of a summer weekday.
2. The project is expected to generate up to 178 one-way vehicle-trips (25 inbound and 153 outbound) at the site access points during the winter PM peak hour, and approximately 930 one-way trips over the course of a winter weekday.
3. All of the study intersections operate at an acceptable Level of Service (LOS) during the PM peak hours in 2015, without or with the proposed Truckee Airport Master Plan project. With the addition of the approved projects (including the PC-3 Joerger Ranch Specific Plan Project) and the proposed project, all study intersections would operate at an acceptable LOS except the SR 267/Brockway Road/Soaring Way intersection. This intersection would operate at an unacceptable LOS F.
4. Under future cumulative conditions, the SR 267/Brockway Road/Soaring Way intersection is expected to continue to exceed the LOS thresholds during the PM peak hour, without or with the Truckee Airport Master Plan project. The SR 267/Airport Road/Schaffer Mill Road intersection is also expected to exceed the LOS thresholds during the PM peak hours without or with the proposed project. The remaining study intersections would operate at an acceptable LOS under all future cumulative scenarios.
5. Without intersection capacity improvements, traffic queues associated with the SR 267/Brockway Road/Soaring Way intersection are expected to interfere with adjacent roadways and driveways under the 'existing plus approved projects plus proposed project' and all future cumulative scenarios. In addition, the southbound left-turn queue on the SR 267/Airport Road/Schaffer Mill Road intersection is expected to exceed the available storage length under future cumulative summer conditions, with or without the proposed project. No additional traffic queuing concerns are identified.
6. No new turn lanes are warranted by the peak-hour traffic volumes at the stop-controlled study intersections or at the project access points.
7. The project is estimated to generate approximately 185 new Vehicle Miles Traveled (VMT) in the Truckee region during the summer PM peak hour.
8. Additional public transit service would not be required as a result of the proposed project. As a bus stop is provided on the site, the existing transit facilities are considered to be adequate. However, the project includes upgrading the bus stop to a transit hub in the future.
9. The proposed bicycle and pedestrian facilities are considered to be adequate, so long as any roundabouts or signalized intersection improvements are designed to safely accommodate bicycle and pedestrian crossings. Furthermore, the proposed bicycle and pedestrian plans are consistent with the Truckee Trails and Bikeways Master Plan, current plans for the Legacy Trail and Truckee-Northstar trail connections, as well as related goals and policies in the Circulation Element of the Truckee General Plan.
10. Of the total crashes reported within the study area over the last 10 years, there were no fatalities and no crashes reported involving either bicyclists or pedestrians. No existing safety deficiencies are identified along Soaring Way. There were no reported crashes along Airport Road within the immediate vicinity of the project site (north of Soaring Way). No driver sight distance deficiencies or potential roadway design hazards are identified with implementation

of the proposed project, so long as the final landscaping plans provide adequate corner sight distance.

11. A total of approximately 112 daily one-way vehicle trips would result over the course of a peak day during project construction-related activity, with 6 inbound and 21 outbound trips occurring during the PM peak hour. Adding this traffic to the existing summer PM peak-hour traffic is not expected to cause any study intersections to exceed the applicable LOS thresholds.

## RECOMMENDATIONS

The following mitigation measures are recommended to address transportation impacts with the proposed project, and are summarized in Table ES-1:

1. No intersection LOS improvements are needed at the 267/Brockway Road/Soaring Way intersection in 2015 with the proposed project. Removal of the existing traffic signal at this intersection and construction of a dual-lane roundabout would improve the LOS to an acceptable level in 2015 with the approved development projects (including PC-3). However, a dual-lane roundabout would not achieve LOS standards under future cumulative conditions. A roundabout at this intersection is included in the Town of Truckee's traffic impact fee program. While provision of capacity-enhancing improvements to the existing signalized intersection would improve the LOS to an acceptable level, this may not be consistent with Town policy (Truckee General Plan Policy P7.1), which strives to replace existing traffic signals with roundabouts, including traffic signals on State Highways. General Plan Policy P7.2 states, "Install roundabouts instead of new traffic signals or capacity-enhancing improvements to existing signalized intersections, when roundabouts will achieve the same or better Level of Service as a traffic signal, where it is physically feasible to do so, and when installation of the roundabout will not be substantially costlier than a signal." Note that either a roundabout or traffic signal improvements would require that SR 267 be widened to four lanes in the future. The improvements to this intersection are shown to be needed, regardless of whether the proposed Truckee Airport Master Plan project is implemented.
2. No intersection LOS improvements are needed at the SR 267/Airport Road/Schaffer Mill Road intersection in 2015 with the proposed project and/or the approved development projects. Provision of two through lanes on the SR 267 approaches, as well as a reconfiguration to a separate left-turn and shared through/right-turn lanes on the minor approaches would improve the LOS to an acceptable level under the future cumulative scenarios. The Placer County traffic impact fee program includes improvement projects that are considered to address the LOS deficiencies at this intersection. According to the Placer/Truckee Regional Traffic Impact Fee Agreement, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvements list for Placer County's Tahoe Resorts Benefit District impact fee program.
3. No traffic queuing concerns are identified under existing conditions with the proposed project. With implementation of the recommended intersection LOS mitigation measures, the following additional improvements would be needed to mitigate intersection queuing concerns at the 267/Brockway Road/Soaring Way intersection:
  - a. With improvements to the existing signalized intersection, the northbound left-turn lane would need to be extended by about 180 feet in 2015 with approved projects with proposed project, and by about 475 feet under future cumulative with project conditions.
  - b. Under the 'existing plus approved projects with proposed project' scenario, the southbound left turn lane would need to be extended by approximately 25 feet.
  - c. Similarly, the eastbound right-turn lane would need to be extended by about 145 feet in 2015 with approved projects with proposed project, but by only about 55 feet under future cumulative with project conditions. (The queue length is shorter under future cumulative conditions because of differing traffic patterns based on the Town of Truckee TransCAD model.)
  - d) As the recommended eastbound left-turn lane would need to be designed to extend beyond the location of the intersection with Hope Court to the west under the existing plus approved projects with proposed project' and the future scenarios, it is recommend that "KEEP CLEAR" pavement marking be provided within the Brockway

Road/Hope Court intersection in order to prevent westbound left-turns from blocking westbound through traffic on Brockway Road.

4. The final landscaping plans should provide at least 275 feet of corner sight distance.
5. As part of the mitigation of this development, the applicant shall pay the amounts determined to be appropriate to the traffic impact fee programs of the various jurisdictions. Additionally, under existing year conditions with the proposed project, although no intersection LOS or traffic queuing improvements are needed, the project may be conditioned by Nevada County to complete project specific improvements adjacent to the project property (such as pedestrian-related improvements). Finally, additional traffic management may be required during large hangar events (considered special events).

a–b): **Less than significant impact with mitigation.** As detailed in the preceding text, with or without the project, improvements to the 267/Brockway Road/Soaring Way intersection will be needed to accommodate cumulative demand in the future. However the project will contribute to the forecast deterioration of the intersection to an unacceptable LOS F and creation of unacceptable traffic queues on adjacent roads and driveways. Some combination of installation of a roundabout and widening to four lanes would result in an acceptable LOS. Implementation of Mitigation Measure **TRAF-1** would provide funding for these improvements.

Source: 18

c): **Less than significant impact.** Aircraft operations are forecast to grow from 27,464 in 2015 to 31,139 in 2015 (see **Table 1**). The FAA's *Airport Capacity and Delay* computer program calculates that the airport has an annual service volume of 230,000 annual aircraft operations. Therefore, the Airport will continue to operate well within its airfield capacity. This means that safety of flight will not be compromised by congestion. By operating within its capacity, the proposed project will not result in elongation of existing aircraft traffic patterns.

Source: 20

d): No existing safety deficiencies are identified along Soaring Way. There were no reported crashes along Airport Road within the immediate vicinity of the project site (north of Soaring Way). No driver sight distance deficiencies or potential roadway design hazards are identified with implementation of the proposed project, so long as the final landscaping plans provide adequate corner sight distance. To ensure that landscaping associated with future development provides adequate corner site distance, Mitigation Measure **TRAF-2** is included that establishes a minimum standard.

Source: 18

e): **No impact.** The project will not constrain any existing roadways or otherwise impact emergency access. A planned loop in the terminal parking lot will improve emergency access to the core area.

Sources: 20, 21

f): **No impact.** The LSC report indicates that additional public transit service is not required by this project. Existing transit facilities are adequate to serve it and the project's proximity to an existing bus stop is within reasonable walking distance to the project site. Additionally, the airport intends to expand the bus stop to a transit hub in the future.

Sources: 18, 20

### **Mitigation**

**TRAF-1:** When each element of the proposed plan is implemented, the applicant shall pay the amounts determined to be appropriate to the traffic impact fee programs of the various jurisdictions.

**TRAF-2:** The final landscaping plans for each element of the project when implemented will provide at least 275 feet of corner sight distance.

## 17. UTILITIES AND SERVICE SYSTEMS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – b, e): **No impact.** Wastewater treatment for the Airport is provided by the Truckee Sanitary District. The current update of the District's Sewer System Management Plan indicates that the existing system can accommodate full build-out within its service area with minor improvements to certain segments of pipe. The Airport and adjacent industrial park lie fully within the District's service area.

Source: 43

c): **Less than significant impact.** The Airport does not have any existing drainage issues. Soil characteristics are such that most stormwater is infiltrated on-site. Extension of the runway and additional pavement and structures in the terminal area will increase stormwater runoff. It is anticipated that incremental additions and modifications of the existing drainage system will be adequate to accommodate the additional run-off

Source: 44

d): **Less than significant impact.** Domestic water is provided by the Truckee Donner Public Utility District. The District is using groundwater as its sole source of supply. The available production capacity is sufficient to meet current demands. Based upon the projected growth, the potable water production facilities will be unable to meet projected maximum day demands in the year 2024. With the projected buildout maximum day potable water demand of 20.3 million gallons per day (mgd), an additional 9.4 mgd of potable water production capacity is needed to meet buildout demands and to provide adequate firm capacity to the system. The District expects to add additional wells to meet demand, but is also exploring other alternatives. The distribution system is anticipated to be able accommodate implementation of the Airport's Master Plan. The chief uncertainty is whether a high-water use (e.g., brewery or hotel) will seek to develop on the airport's nonaviation commercial acreage. Introduction of a high-water use would require additional analysis by the Public Utility District.

*Sources:* 33, 34, 35

f- g): Solid waste and recycling services are provided by Tahoe Truckee Sierra Disposal. Solid waste generated at the airport would be hauled to the Eastern Regional Landfill Material Recovery Facility located south of Truckee and accessed via Highway 89. Capacity is not anticipated to be a constraint.

*Sources:* 36, 37

**Mitigation**

None.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

a): **Less than significant with mitigations incorporated:** As noted in the Biological and Cultural sections, this project has the potential to impact both biological and cultural resources. However, through incorporation of the mitigation measures specified in these sections, potential impacts are reduced to a level that is less than significant.

b): **Less than significant with mitigations incorporated:** Only traffic impacts clearly have the potential cumulatively significant. However, the mitigation measures listed in the Traffic and Transportation section will reduce impacts to a less than significant level.

c): **Less than significant:** All substantial adverse impacts of the proposed project have been mitigated with the measures in this Initial Study. Additionally, implementation of the individual development projects contained in this plan will need to comply with the then current federal, state, and local regulations. Therefore, the project would result in less than significant adverse direct or indirect effects on human beings.