Truckee Tahoe Airport Phase 1 Executive Hangar CEQA Documentation

The Truckee Tahoe Airport District is considering constructing two banks of hangars on undeveloped ground in the northwestern quadrant of the airport. The California Environmental Quality Act (CEQA) requires governmental agencies to consider the potential environmental effects of projects prior to authorizing construction. The potential environmental effects of construction of these hangars was previously evaluated as part of the Mitigated Negative Declaration for the recently adopted Airport Master Plan. Additional environmental analysis is not required if:

1. The project currently being contemplated is substantially the same as identified in the Master Plan and its associated Airport Layout Plan (ALP).
2. The context of the project has not changed significantly due to changes to surrounding areas.
3. The Master Plan's Mitigated Negative Declaration provided sufficient information on potential environmental effects of this hangar project to permit the District Board to evaluate its impacts.

This report will evaluate each of these factors.

Construction Activities

Construction activities will occur in two phases: site preparation and hangar erection. Haul routes will be on existing paved surfaces (i.e., roads and taxilanes). The contractor staging area will be either on existing pavement or within the construction area. Equipment used in site preparation will include scrapers, backhoes or other excavators for utility trenches and compactors for rolling base material and asphaltic concrete. Site preparation will begin with grading of the site and trenching to enable extension of utilities. Utilities will then be extended to the site. Sub-base and base rock will be hauled to the site, graded and then compacted. Hauling of sub-base and base rock is expected to occur over 3-4 days each. The site, except the building footprint, will then be paved with asphaltic concrete. Asphaltic concrete will be delivered over 2-3 days. Portland cement concrete footings and floors for the hangars will be poured next. The hangars will then be erected. A crane, forklift and lifts will be used in the erection phase. The total construction period is expected to be 110 working days.

Consistency with Airport Master Plan

Compared to the adopted ALP, the current hangar design features a few configuration changes. The general area of construction has not changed. The size of the hangar units is identical with that proposed on the ALP. The number of units in the two banks of hangars is also identical with that proposed on the ALP. Each bank of hangars will be 390 feet in length and 65 feet in width, with 6 individual hangars per building. The only element that differs is the configuration of the taxilanes serving the hangars. The new east executive hangar will now be about 100 feet further west of the existing Row M hangars, to permit joint use of the taxilane serving the Row M hangars. The second new hangar will be immediately behind the new eastern hangar, rather than 235 feet west of the new east hangar. The new configuration is more

compact and efficient than the design in the Airport Layout Plan. It remains within the limits of the area proposed for construction of hangars.

Changes to Context of Project

There have not been any changes to the airfield or role of the Airport since the Mitigated Negative Declaration for the Airport Master Plan was approved, the aeronautical context of the contemplated hangar project remains unchanged. The only change in the vicinity of the project is construction of the commercial building that houses Clear Capital. Construction of this structure was included in the Master Plan and its associated Mitigated Negative Declaration. No other changes in the area have been identified that might change the context of the contemplated hangar project.

Identification of Potential Impacts

The contemplated configuration change of the hangars will create no impacts beyond those already addressed in the Mitigated Negative Declaration for the Airport Master Plan. The shift in the location of paving and buildings does not introduce new site-specific impacts, such as impacts on biological resources. Off-site impacts, such as traffic and air quality, were addressed for all new facilities shown in the ALP. Thus, new CEQA documentation is not necessary.

Potentially significant impacts that require mitigation were identified in the following categories:

- Air quality
- Biological
- Greenhouse gases
- Traffic

Project-Specific Mitigation Measures

Impacts and associated mitigation measures identified in the Mitigated Negative Declaration for the Airport Master Plan were evaluated for potential relevance to the hangar project. The measures presented in the Mitigation Monitoring Plan that follows will mitigate all impacts of the hangar project below a level of significance.

Mitigation Measure BIO-1 requires floristic surveys where unpaved areas would be disturbed. Therefore, a supplemental biological evaluation was prepared for the project site (attached). The report indicates that suitable habitat for one non-listed special status plant species, Plumas ivesia (Ivesia sericoleuca), may occur in pockets on the project site. A species-specific investigation will need to be undertaken in the spring to determine if the plant is actually present on the site. Should the Plumas ivesia be found on the site during the spring survey, one additional mitigation measure would need to be implemented:

> BIO-5: A mitigation plan for the Plumas ivesia will be developed by a qualified biologist that will include either:
>
> 1. Transplanting of Plumas ivesia found on the site to a suitable habitat, or
> 2. Collection of Plumas ivesia seed and propagation in a suitable habitat.

Suitable habitat for transplantation may exist on the Airport in locations that would not complicate future development or interfere with aviation activities. If the plant is found on the project site during the spring investigation, the biologist will determine whether any suitable on-airport transplantation sites exist. Transplanting the plant to an on-airport site would be the simplest and least expensive way to mitigate impacts. However, if an on-airport site cannot be found, there are other potential sites in the general vicinity of the Airport. The mitigation measure would include monitoring of the transplant/propagation site for three years to determine whether there was successful establishment of the plant.

A mitigation measure for cultural resources is not required. Based upon the cultural resources research and field investigation, no resources are located on the project site. However, should cultural resources or human remains be found during construction, state law requires construction to halt until the found materials have been reviewed by the county coroner or evaluated by an appropriately credentialed archaeologist. Depending upon the nature of the find consultation with tribal representatives may be appropriate. Language to this effect should be included in construction documents.

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Mitigation Monitoring Plan for Truckee Tahoe Airport Executive Hangars: Phase 1				
Mitigation Measure	**Responsibility for Implementation**	**Method for Compliance**	**Timing of Compliance**	**Monitoring Completed**
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 the District. 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.	TTAD	Inclusion in design plans and construction specifications.	Inclusion prior to issuance of building or grading permit.	
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.	TTAD	Obtaining letter of approval/permit from NSAQMD.	Obtain prior to issuance of issuance of a building or grading permit.	

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. 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."	TTAD	Inclusion in design specifications.	Include prior to issuance of building or grading permit.	
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.	TTAD	Inclusion in design specifications.	Include prior to issuance of building or grading permit.	

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 CNDDB. 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.	TTAD	Inclusion in CEQA environmental documentation.	Inclusion in CEQA document prior to approval by TTAD	
BIO-2: Protection Measure for 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.	TTAD	Evaluation of potential for construction to occur out of nesting season during preliminary design phase. If construction will occur during nesting season, the preconstruction survey must take place prior to construction. If buffer distances are established, they shall be enforced by construction inspector.	Prior to completion of preliminary design phase. No more than 30 days prior to construction. Daily during construction until nesting is completed.	
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.	TTAD	Evaluation of potential for construction to affect existing trees or buildings	Prior to completion of preliminary design phase.	

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.		during preliminary design phase. If trees or buildings will be affected, they will be inspected during development of CEQA documentation to determine if bats are present. If bats are present, a construction buffer will be established. If a winter roost or maternity colony is found, limitation of construction period. If a non-maternity roost is found, eviction of bats using the protocol described.	Prior to completion of CEQA documentation. Prior to start of construction. Inclusion in construction specifications. Prior to construction that would affect roost.	

BIO-5: Mitigation plan for Plumas ivesia. A mitigation plan for the Plumas ivesia will be developed by a qualified biologist that will include either: 1. Transplanting of Plumas ivesia found on the site to a suitable habitat, or 2. Collection of Plumas ivesia seed and propagation in a suitable habitat. This mitigation measure includes monitoring of the transplant/propagation site for three years to determine whether there was successful establishment of the plant.	TTAD	If the plant is found on the project site, implementation of a transplant and/or propagation plan.	Prior to commencement of construction.	
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.	TTAD	Inclusion of sediment and erosion control measures in construction plans and specifications. Monitoring by construction inspector to ensure that measures are implemented.	Prior to issuance of a building or grading permit. Daily during construction period.	
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 & doors shall be designed to take advantage of sun, shade & 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.	TTAD	Evaluate potential to include features in structure's design. Include all feasible features in structure design specification.	During preliminary design. Prior to obtaining grading or building permit.	

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 Federal Aviation Administration guidance.				
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.	TTAD	Payment of traffic impact fees.	Prior to commencement of construction.	
NOTES: NSAQMD = Northern Sierra Air Quality Management District TTAD = Truckee Tahoe Airport District USACE = United States Army Corps of Engineers				