Draft
Environmental Impact Report

California Highway Patrol
Communication Facilities Replacement Project
TRUCKEE AREA OFFICE
NEVADA COUNTY, CALIFORNIA

November 2012

Prepared by
ENPLAN
3179 Bechelli Lane, Suite 100
Redding, CA 96002

Prepared for
State of California
Department of General Services
707 Third Street
West Sacramento, CA 95798-9052

On behalf of the Lead Agency
California Highway Patrol
P.O. Box 942898
Sacramento, CA 94298

SCH NO. 2012062001

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TABLE OF CONTENTS

TABLE OF CONTENTS

1.1 PURPOSE OF THE EIR

The California Department of General Services, Real Estate Services Division (RESD), has prepared this Draft Environmental Impact Report (EIR) for the California Highway Patrol (CHP). CHP (as lead agency) is providing the Draft EIR to the public, as well as responsible and trustee agencies, to present information about the proposed CHP Communication Facilities Replacement Project, Truckee Area Office, Nevada County, California, and its potential environmental effects, and to solicit comments from the public and agencies regarding the environmental effects of the project. This Draft EIR was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended through Public Resources Code §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations §15000 et seq.).

An EIR is a full disclosure, public information document in which the potentially significant adverse environmental impacts of a proposed project are identified and evaluated, and feasible mitigation measures adopted. Alternatives to the project that could avoid or substantially reduce the significant adverse environmental effects of the project are also identified. The EIR is used in the planning and decision-making process by the lead agency and responsible and trustee agencies. The lead agency is the public agency with primary responsibility over the proposed project. In accordance with State CEQA Guidelines §15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is CHP.

The purpose of an EIR is not to recommend either approval or denial of a project as a policy matter. Rather, CEQA requires decision-makers to exercise their independent judgment in considering all of the potentially significant adverse environmental effects of a proposed project and balance those effects against the potential benefits of the project. If environmental impacts are identified as significant and unavoidable, a lead agency, such as CHP, may nevertheless approve the project if it makes written findings supported by substantial evidence that the social, economic, or other benefits of the project outweigh the significant and unavoidable adverse environmental effects (see State CEQA Guidelines, §15093). Along with certification of the EIR and preparation of "Findings," CHP would be required to prepare a "Statement of Overriding Considerations" that discusses the specific reasons for approving the project (based on information in the EIR and any other substantial evidence in the record), adopt a Mitigation Monitoring and Reporting Program (MMRP), and file a Notice of Determination with the State Clearinghouse.

1.2 EIR FOCUS

As provided in §15126.2 of the State CEQA Guidelines, an EIR must identify and focus on the significant adverse environmental effects of the proposed project. A *Notice of Preparation* (NOP) *of a Draft Environmental Impact Report* and an *Environmental Initial*

Study were circulated to responsible and trustee agencies and the public on May 31, 2012, for a 30-day review period, which concluded on July 5, 2012. Four letters of comment were received. The NOP, Initial Study, and all letters of comment are presented in Appendix A of this report.

Pursuant to §15126.2 of the State CEQA Guidelines, this Draft EIR focuses on aspects of the project that may have significant adverse impacts on the physical environment. These areas were identified during development of the *Environmental Initial Study* prepared for the project, and from public and agency comments received on the Notice of Preparation, and consist of the following:

- Aesthetics
- Cultural Resources
- Hazards (facility security and microwave/radio emissions)
- Project Alternatives

In response to public and agency comments, several alternative locations for the tower were evaluated, with the objective of identifying a tower location that would minimize adverse aesthetic impacts. DGS/CHP conducted a technical evaluation of potentially feasible alternative sites and found that one of the recommended locations would indeed be acceptable for the proposed communications tower and would minimize aesthetic impacts. This location, in the far northeastern corner of the CHP Truckee Area Office parcel, is now identified as the proposed tower construction site. This EIR focuses on the newly identified tower location and the potentially significant environmental impacts identified above.

The *Environmental Initial Study* addressed tower construction on a ±0.09-acre parcel approximately 450 feet south of the current location. To determine if the change in location would raise additional environmental concerns, ENPLAN conducted a review of the new location in conjunction with DGS and CHP staff. As documented in Appendix B, we concluded that the new location would not result in any additional impacts beyond those identified in the *Environmental Initial Study* for the original tower proposal.

1.3 RESPONSIBLE AGENCIES

CHP is the lead agency and is responsible for final approval of the project. Additional state and local agencies (listed below) with potential permit or approval authority over the project, or elements thereof, will have the opportunity to review this document during the public and agency review period, and will use this information in consideration and issuance of any permits required for the project. No federal funds would be used for project construction; however, the Federal Communications Commission (FCC) would issue new licensing for the proposed facilities. Because the proposed facilities would meet FCC guidelines, preparation of an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) is not required.

State and local public agencies with permitting approval or potential review authority over the project may include:

State of California
California Department of Forestry and Fire Protection

Local
Northern Sierra Air Quality Management District

1.4 PUBLIC REVIEW PROCESS

This Draft EIR is being circulated to local, state, and federal agencies, and to interested organizations and individuals who may wish to review and comment on the report. This Draft EIR is being circulated for a 45-day public review period, during which time written comments should be sent to the Department of General Services, Real Estate Services Division, at the following address:

Brian Wilkinson, Senior Environmental Planner
State of California
California Department of General Services
Real Estate Services Division, Environmental Services Section
707 Third Street, 3rd Floor, Mailstop 509
West Sacramento, CA 95798-9052
(916) 376-1605
environmental@dgs.ca.gov

The Town of Truckee will hold a Council meeting during the project review period to discuss the project. DGS and CHP staff will be present at this meeting to receive comments from the Town, other agencies that may attend, and from the general public. Council meetings are held at 6:00 p.m. on the second and fourth Tuesdays of each month at the Truckee Town Hall, Council Chambers, 10183 Truckee Airport Road. The proposed project is expected to be discussed at the December 11, 2012, meeting, but the schedule should be confirmed in advance with Town of Truckee Planning Division staff.

Copies of the Draft EIR are available for review at the following addresses:

- Truckee Library, 10031 Levon Avenue, Truckee CA 96161, (530) 582-7846
- Town of Truckee Planning Division, 10183 Truckee Airport Road, Truckee, CA 96161, (530) 582-2934
- California Department of General Services, 707 Third Street, Third Floor, Suite 401, West Sacramento, CA 95605, (916) 376-1605

The document will also be available for on-line review at the Town of Truckee website: <www.townoftruckee.com>.

1.5 TERMINOLOGY USED IN THE EIR

This EIR includes the following terminology to denote the significance of environmental impacts of the proposed project:

Less-than-Significant Impact
A less-than-significant impact is one that would not result in a substantial adverse change in the physical environment. Less-than-significant impacts do not require mitigation under CEQA.

Significant Impact
Public Resources Code §21068 defines a significant impact on the environment as one that would cause "a substantial, or potentially substantial, adverse change in the environment." State CEQA Guidelines §15382 also defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance..." Levels of significance can vary by project based on the existing physical environment.

Potentially Significant Impact
A potentially significant impact is one that, if it were to occur, would be considered a significant impact as described above. For CEQA purposes, a potentially significant impact is treated (i.e., mitigated) as if it were a significant impact.

Significant and Unavoidable Impact
A significant and unavoidable impact is one that would result in a substantial adverse effect on the environment that cannot be avoided or mitigated to less-than-significant levels. Although a project with significant and unavoidable adverse impacts may be approved by a lead agency, the agency must first prepare written findings and adopt a Statement of Overriding Considerations, pursuant to State CEQA Guidelines §15093.

Threshold of Significance
A criterion established by the lead agency to define at what level a particular impact would be considered significant. A criterion is often defined by a lead agency based on examples found in the State CEQA Guidelines (e.g., Appendix G of the State CEQA Guidelines), specific standards set forth in applicable plans (e.g., a general plan goal or policy), scientific and factual data relative to the project or lead agency's jurisdiction, or the regulatory environment of the affected jurisdiction.

2.1 SUMMARY OF THE PROPOSED PROJECT

The Department of General Services (DGS) is proposing to replace and upgrade the CHP telecommunications facility at the CHP Truckee Area Office in order to meet the CHP's Enhanced Radio System requirements. The project site is located in the Town of Truckee in Nevada County, and is northeast of the intersection of Interstate 80 (I-80) and State Route 89 (SR 89) (see Figure 3.1: Regional Location Map). Generally speaking, the proposed project site is located within the "Gateway Area" of the Town of Truckee. The Gateway Area is a commercial corridor, along with small residential areas, located along the length of Donner Pass Road, between the Cold Stream Road/I-80 interchange and the Central Truckee/I-80 interchange. An aerial photograph of the project site and surrounding area is provided (see Figure 3.2: Project Location Map). The project site is accessible from SR 89 via the driveway and parking lot servicing the CHP Truckee Area Office.

The proposed project includes construction of a new self-supporting, four-leg, 120-foot-tall tower and an equipment vault (which will house electronic equipment and possibly a backup generator), underground utility line installation, and fencing and landscaping of the tower site. The new facility would be designed to meet California Building Code (CBC) Title 24 Standards including Essential Services requirements. Upon completion of construction, two existing towers at the Area Office would be removed; these towers are approximately 55 feet and 92 feet in height. As part of the project proposal, a ±0.09-acre parcel immediately south of the Area Office would be acquired to offset the loss of parking and outdoor operations area resulting from construction of the tower and vault.

The CHP Truckee Area Office is a communications hub that serves four CHP offices (Truckee, Gold Run, South Lake Tahoe, and the Donner Pass Inspection Facility), as well as portions of five counties (Sierra, Nevada, Placer, El Dorado, and Alpine). Currently, the Truckee Area Office has only one link to other CHP facilities outside of its service area, via the Donner Beacon. Should there be a service disruption at the Donner Beacon or at the sole Truckee Area Office microwave dish, the entire service area would have no communications link with the rest of the state. The proposed installation of a second communications link (to Mt. Rose) would greatly minimize the potential for a loss of communication to outside entities. Further, there are a number of gaps in radio coverage within the local service area. When CHP or other emergency service providers using the CHP system are within these areas, they have no radio communications with the dispatch center. Extension of the tower height at the dispatch center would reduce the size of the radio coverage gaps. Finally, upgrading the system to meet CHP Enhanced Radio System requirements would provide numerous communications benefits, including the following:

- Separates the Gray (local) and Blue (emergency) frequencies for enhanced communication. Linking the local CHP to the statewide Blue Frequency and using the primary Gray CHP channel for day-to-day activities will provide better

intra- and inter-agency communication during emergencies, such as wildfires, highway accidents, and earthquakes.

- Reduces frequency congestion, interference, and lack of complete coverage.
- Improves communications between CHP, local police departments, County Sheriff's Department, fire departments, and other local agencies.
- Implements a new frequency plan to offer full duplexing and auto-repeat capabilities.
- Improves audio quality and digital signaling capability.
- Allows officers greater portable radio communication distances and improves communication for officers inside buildings.
- Does not require dispatchers to relay radio communications.
- Meets Federal (FCC) mandates for narrow-banding.
- Meets current State of California Building Code (CBC) Title 24 Standards including Essential Services requirements.

2.2 SUMMARY OF IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE

A detailed summary of environmental impacts identified in the EIR is presented in Table 2-1: Summary of Impacts and Mitigation Measures, along with recommended mitigation measures proposed, and levels of significance after mitigation. As shown in the table, all project impacts can be reduced to less-than-significant levels with incorporation of the mitigation measures included in Section 4 of this analysis, with the exception of aesthetic impacts.

Section 15123 of the State CEQA Guidelines requires that the summary section of a draft EIR identify areas of controversy known to the Lead Agency (CHP), including issues raised by agencies and the public. These issues are the potential visual effects of the project and the potential for hazardous emissions (electromagnetic radiation, i.e., radio waves and microwaves) to be generated by the communication facilities.

Table 2-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.2 Aesthetics			
4.2-1 Impact Scenic Resources within a State Scenic Highway	NI	No mitigation is necessary.	NI
4.2-2 Impact Scenic Vistas	SI	MM 2-1. Architectural design of the equipment vault, including materials and colors, shall be selected by DGS/CHP to integrate with the surrounding area and, to the extent possible, be consistent with design guidelines of the Town of Truckee.	SI
4.2-3 Impact Existing Visual Character of the Site	SI	Implement Mitigation Measure 2-1.	SI
4.2-4 Increased Nighttime Lighting Impacts	PS	MM 2-2. Exterior lighting shall be: • Directed downward and away from adjoining properties and public rights-of-way. • Fully shielded or recessed so that direct glare and reflections are confined, to the maximum extent feasible, to the boundaries of the CHP Area Office parcel. • Of the minimum intensity needed to serve the lighting objective. • Architecturally integrated with the character of the structure.	LTS

LTS = Less-Than-Significant PS = Potentially Significant SI = Significant Impact NI = No Impact

4.3 Cultural Resources				
4.3-1	Adverse Change in the Significance of a Historical Resource	PS	MM 3-1. If any historic or prehistoric cultural resources (i.e., human bone or burnt animal bone, midden soils, projectile points, humanly-modified lithics, historic artifacts, etc.) are inadvertently encountered during any phase of construction, all earth-disturbing work shall stop within 100 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary.	LTS
4.3-2	Adverse Change in the Significance of an Archaeological Resource	PS	Implement Mitigation Measure 3-1.	LTS
4.3-3	Destruction of a Unique Paleontological Resource or Site or Unique Geologic Feature	NI	No mitigation is necessary.	NI
4.3-4	Disturbance of Human Remains	PS	MM 3-2. If human remains are encountered, the County Coroner shall be contacted to determine whether investigation of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native American remains be discovered, the county coroner must contact the Native American Heritage Commission (NAHC). The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with a representative of the people of most likely descent, a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Treatment of any human remains shall be in accordance with California Health and Safety Code 7050.5 and Public Resources Code 5097.98.	LTS

LTS = Less-than-significant PS = Potentially Significant SI = Significant Impact NI = No Impact

4.4 Hazardous Materials				
4.4-1	Create a Significant Hazard through the Routine Transport, Use or Disposal of Hazardous Materials	LTS	No mitigation is necessary.	LTS
4.4-2	Create a Significant Hazard through Reasonably Foreseeable Upset or Accident Conditions Involving Hazardous Materials	LTS	No mitigation is necessary.	LTS
4.4-3	Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials within ¼-Mile of an Existing or Proposed School	LTS	No mitigation is necessary.	LTS

LTS = Less-Than-Significant PS = Potentially Significant SI = Significant Impact NI = No Impact

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2.3 SUMMARY OF PROJECT ALTERNATIVES

A broad, systematic search for possible alternative project sites was conducted by DGS staff as part of the environmental review process. However, screening-level analysis showed that many of these sites could be eliminated from further consideration because they did not meet the basic objectives of the project proposal. Fourteen alternatives evaluated, but dismissed from further consideration, are described in Section 6: Alternatives Analysis. The following eight alternatives were identified as potentially feasible by DGS/CHP, or were specifically requested for inclusion in the alternatives analysis in response to the Notice of Preparation. All eight alternatives have been subjected to more detailed evaluation, as presented in Section 6.

Alternative 1: No Project
Alternative 1 assumes that existing conditions at the project site, including use of existing facilities, are continued. The two existing towers would remain and no communication facility upgrades would occur.

Alternative 2: Locate the Proposed Tower on the ±0.09-acre Site South of the Truckee Area Office
Alternative 2 assumes that the proposed tower would be located on the ±0.09-acre parcel south of the Area Office (APN 18-621-05). The proposed equipment vault would also be constructed on the parcel, or could be located on an adjoining portion of the Area Office parcel. The ±0.09-acre parcel is currently vacant, available for acquisition, and is sufficiently close to the dispatch center to maintain radio signal strength. On-site analysis by Public Safety Communications Office (PSCO) staff confirmed that a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Pass communications facilities.

Alternative 3: Locate the Proposed Tower on the ±1.6-acre Site Northeast of the Truckee Area Office
Alternative 3 assumes that the proposed tower and vault would be located on a ±1.6-acre site currently owned by Capitol Avenue Development and Investments. The site consists of four parcels (APNs 18-621-01, -02, -04, and -10) northeast of the Area Office parcel. The Area Office parcel and alternative site share a common boundary approximately 140 feet long. The ±1.6-acre alternative site is currently vacant, available for acquisition, and is sufficiently close to the dispatch center to maintain radio signal strength. PSCO specialists conducted a detailed review of the alternative site in August 2012 and determined that a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Pass communications facilities.

Alternative 4: Alternative 4: Relocate the Truckee CHP Area Office and Proposed Tower and Vault to the Truckee Agricultural Inspection Station
This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated to the Truckee Agricultural Inspection Station

located at 125750 Interstate 80. On-site analysis was conducted by PSCO staff to determine if a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Pass communications facilities. The technical evaluation concluded that a radio tower in this location would not have the necessary line-of-sight connection to Donner Pass.

Alternative 5: Construct the Proposed Tower on the Proposed New CHP Truckee Area Office Building
CHP/DGS are proposing that the Truckee Area Office be replaced with a new building. Under Alternative 5, the proposed communications tower would be constructed on top of the proposed new building at the time it is constructed. A communications tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Pass communications facilities, and would meet all other physical/technical objectives of the proposed project. However, it would be infeasible to construct the tower on the new building as the weight of the tower would far exceed the weight-bearing capacity of a new Area Office building. Furthermore, the building replacement project has not been approved by the State legislature, is not a funded activity, and is a separate and independent project. Even if building replacement were to be funded in the 2013-2014 Budget Year, this alternative would delay tower construction for two to three years or longer.

Alternative 6: Relocate the Truckee CHP Area Office and Proposed Tower and Vault near the Intersection of Interstate 80, State Route 89 North and Highway 267
This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated near the intersection of I-80, SR 89 North, and the Highway 267 Bypass, near the Truckee-Donner Recreation and Park District and U.S. Forest Service office.

Alternative 7: Relocate the Truckee CHP Area Office and Proposed Tower and Vault to the Truckee Tahoe Airport
This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated to the Truckee Tahoe Airport.

Alternative 8: Locate and Operate the Tower as a Remote Base Station
This alternative assumes that the proposed tower and vault would operate as a remote base station, while the CHP Truckee Area Office would remain at its current location, with communications provided through the remote base station.

2.3.1 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the eight alternatives evaluated in detail, the “no project” alternative (Alternative 1) is considered to be the environmentally superior alternative, as it would not result in any new environmental impacts. However, State CEQA Guidelines require that, if the “no project” alternative is chosen as the environmentally superior alternative, the EIR identify another of the alternatives as “environmentally superior.”

Of the remaining seven alternatives evaluated in detail, one is technically infeasible (Alternative 4), two would conflict with airport height limitations and result in significant safety impacts (Alternatives 6 and 7), one would have greater visual impacts (Alternative 2), one is potentially feasible but offers no aesthetic benefit over the current proposal and would require tree removal and more extensive grading (Alternative 3), one is too speculative for detailed consideration and would offer no benefit over the current proposal (Alternative 5), and one may slightly reduce aesthetic impacts at the Truckee location, but would increase environmental impacts at another location, greatly increase costs to the State, and would not meet the basic objectives of the project (Alternative 8). Therefore, the proposed project, in which the tower would be constructed within the northeastern corner of the Truckee Area Office parcel, is the environmentally superior development alternative.

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3.1 INTRODUCTION

This Environmental Impact Report (EIR) evaluates the environmental effects of the proposed California Highway Patrol (CHP) Communication Facilities Replacement Project, Truckee Area Office, Nevada County, California. The project is designed to replace and upgrade the existing communication system serving the CHP Truckee Area Office. The new system would meet CHP's Enhanced Radio System requirements, which would greatly minimize the potential for loss of communication to outside areas.

3.2 PROJECT LOCATION

As shown in Figure 3.1 (Regional Location Map), the project site is situated just east of the Sierra Nevada crest within the limits of the Town of Truckee, Nevada County. The site is in the Town of Truckee's "Gateway Area," which is comprised of a mix of commercial buildings, residences, undeveloped land, and freeways (Figure 3.2: Project Location Map). The proposed communications tower and equipment vault would be constructed on the ±1.63-acre CHP Truckee Area Office parcel, which is addressed as 10077 State Route 89 South (Nevada County Assessor's Parcel 18-621-06). As shown in Figure 3.3 (Site Plan), the tower and vault would be located in the northeastern corner of this parcel. Underground utility lines would be installed to connect the tower and vault to the CHP Area Office. To offset the loss of parking and outdoor operations area due to construction of the tower and vault, CHP intends to acquire a ±0.09-acre parcel (Nevada County Assessor's Parcel 18-621-05) located adjacent to the southern boundary of the 1.63-acre parcel.

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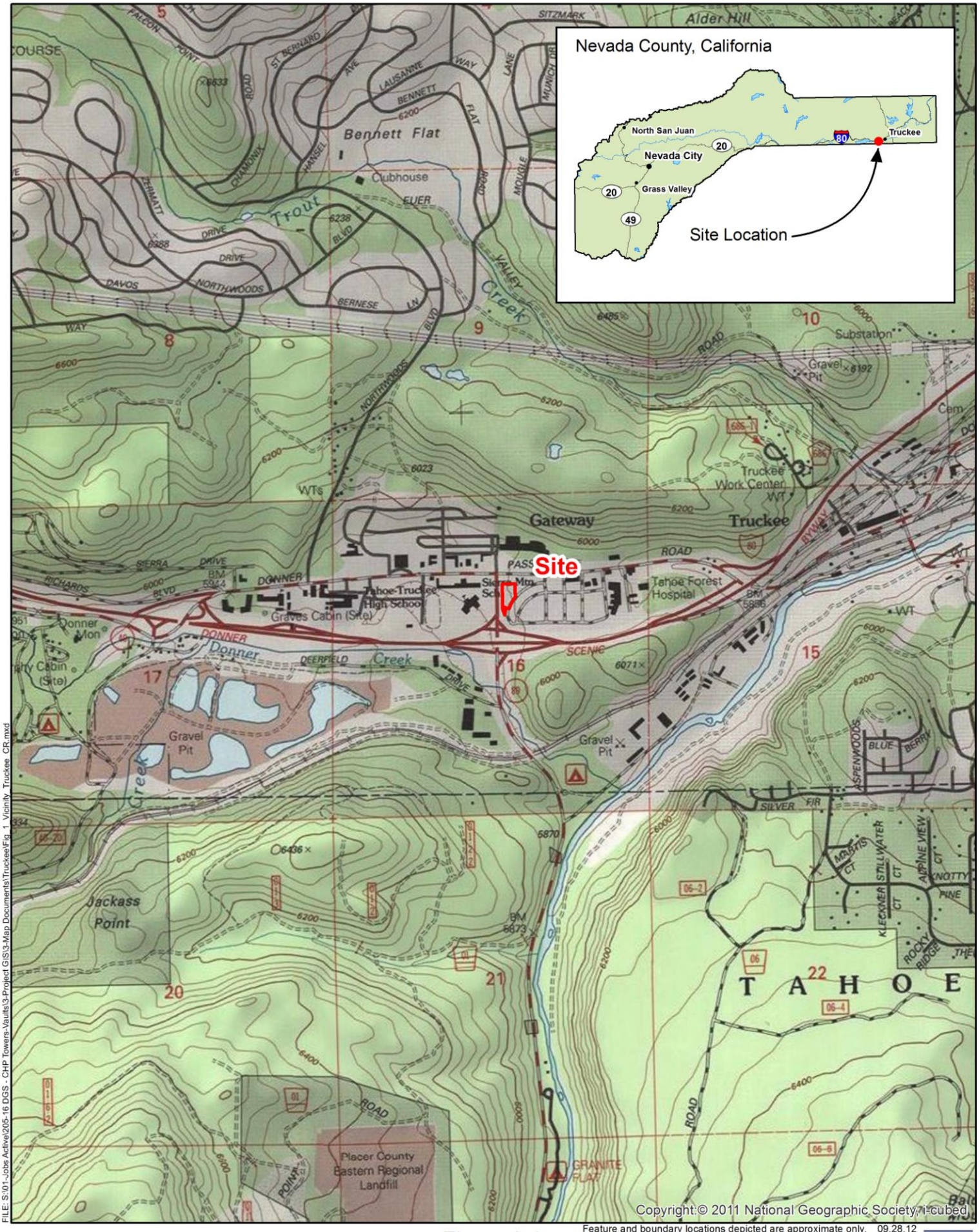

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Figure 3.1

Regional Location Map

Feature and boundary locations depicted are approximate only. 09.28.12
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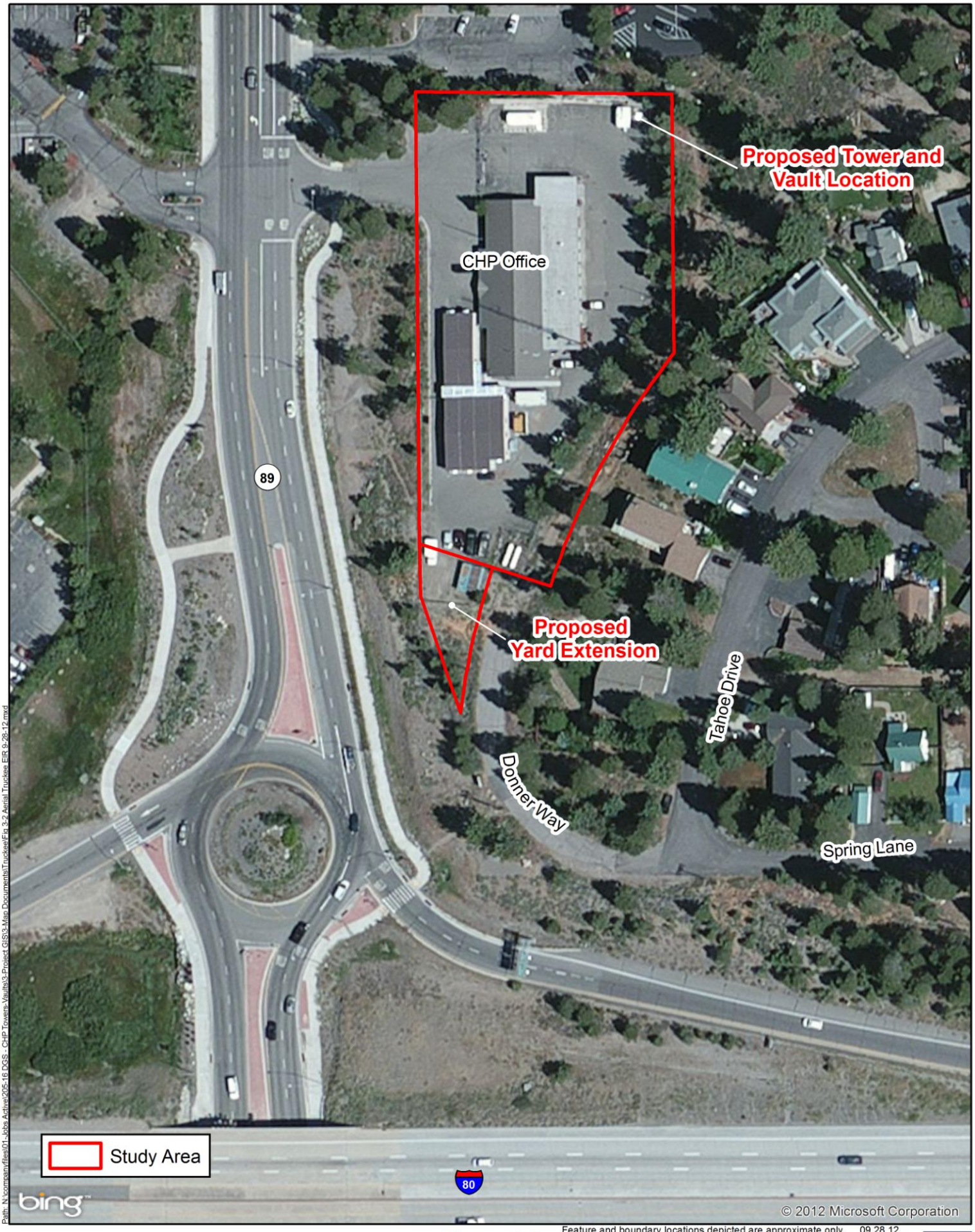

Feature and boundary locations depicted are approximate only. 09.28.12
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Figure 3.2

Project Location Map

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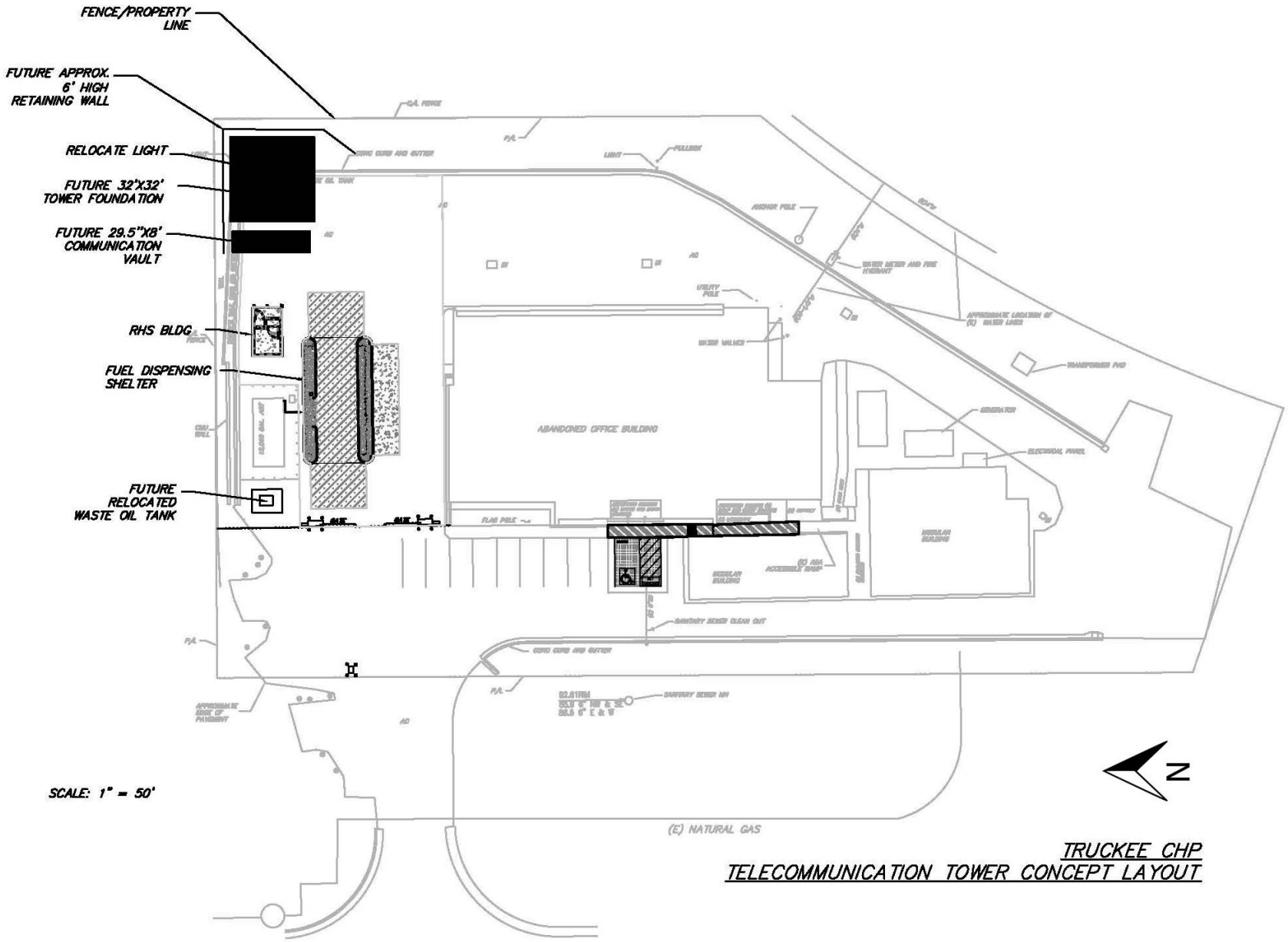

Figure 3.3

Site Plan

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3.3 PROJECT NEED AND OBJECTIVES

The California Highway Patrol Enhanced Radio System (CHPERS) project was initiated as a five-year effort to provide for development and implementation of an enhanced statewide radio communication system in support of CHP's mission to provide the highest level of safety, service, and security to the people of California. The primary objective of the CHPERS project is to address CHP's deteriorating radio communications infrastructure and improve radio operability and interoperability. Therefore, to implement the CHPERS project, CHP, with assistance from the Department of General Services (DGS), is proposing to replace and upgrade the CHP telecommunications facility at the CHP's Truckee Area Office. The new facility would also be designed to meet California Building Code (CBC) Title 24 Standards including Essential Services requirements.

The CHP Truckee Area Office is a communications hub that serves four CHP offices (Truckee, Gold Run, South Lake Tahoe, and the Donner Pass Inspection Facility), as well as portions of five counties (Sierra, Nevada, Placer, El Dorado, and Alpine). Currently, the Truckee Area Office has only one link to other CHP facilities outside of its service area, via the Donner Beacon. Should there be a service disruption at the Donner Beacon or at the sole Truckee Area Office microwave dish, the entire service area would have no communications link with the rest of the state. The proposed installation of a second communications link (to Mt. Rose) would greatly minimize the potential for a loss of communication to outside entities. Further, there are a number of gaps in radio coverage within the local service area. When CHP or other emergency service providers using the CHP system are within these areas, they have no radio communications with the dispatch center. Extension of the tower height at the dispatch center would reduce the size of the radio coverage gaps. Finally, upgrading the system to meet CHP Enhanced Radio System requirements would provide numerous other communications benefits, as noted below:

- Would separate the Gray (local) and Blue (emergency) frequencies for enhanced communication. Linking the local CHP to the statewide Blue frequency and using the primary Gray CHP channel for day-to-day activities would provide better intra- and inter-agency communication during emergencies, such as wildfires, highway accidents, winter storms, and earthquakes.
- Would reduce frequency congestion, interference, and lack of complete coverage.
- Would improve communications between CHP, local police departments, County Sheriff's Department, fire departments, and other local agencies.
- Would implement a new frequency plan to offer full duplexing and auto-repeat capabilities.
- Would improve audio quality and digital signaling capability.

- Would allow officers greater portable radio communication distances and improve communication for officers inside buildings.
- Would not require dispatchers to relay radio communications.
- Would meet Federal (FCC) mandates for narrow-banding. Narrow-banding is the process of reducing channel width to maximize the number of channels that can exist within the same spectrum space. Although the VHF low band primarily used by the CHP does not require narrow-banding, the UHF radio system used for regional activities and tactical operations is required to be narrow-banded.
- Would support the following communication channels:
    - CHP Primary "Grey" Channel
      This is the local CHP routine communication channel on low band.
    - CHP Secondary "Blue" Channel
      This is the Statewide CHP emergency channel on low band.
    - 154 MHZ CLEMARS Station
    - 460 MHZ CLEMARS Station
    - 800 MHZ CLEMARS Station
      The above three channels are the California Law Enforcement Mutual Aid Radio System; should any agency be called in to assist Truckee in an emergency, they would be able to communicate with CHP Dispatch regardless of which radio band their home system uses.
    - 155 MHZ NLEMARS Station
      This is the National Law Enforcement Mutual Aid Radio System so even agencies from out of state would be able to communicate should they be in Truckee for an emergency.
    - CHP 700 MHZ Repeater Station
      This is the CHP channel for the newest FCC-granted radio band for public safety.
    - 154 MHZ CLERS Station
      This is for communicating between various agency dispatch centers and the CHP in this part of the state, independent of telephone lines.
    - USFS Monitor Receiver
    - Local Agencies Monitor Receivers
    - Scanner Receiver
      The above three channels are for monitoring other agencies in the event of large emergencies such as earthquake or fire or avalanche.
    - Future Technology Systems
      Additional channels may be added in the future as new technologies become available.
- Would meet current State of California Building Code (CBC) Title 24 Standards including Essential Services requirements.

3.4 PROJECT CHARACTERISTICS

The California Highway Patrol, with the assistance of the Department of General Services, proposes to construct a new self-supporting, four-leg, 120-foot-tall tower; an equipment vault; underground utility lines; and fencing and landscaping as needed. Upon completion of construction, two existing towers at the CHP Area Office would be removed; these towers are approximately 55 feet and 92 feet in height. The tower and vault would be designed to meet State of California Essential Service requirements. To offset the loss of parking and outdoor operations area due to tower and vault construction, a ±0.09-acre vacant parcel to the south of the ±1.63-acre parcel would be acquired by the State of California as part of the current project proposal.

The proposed tower would be constructed in the northeastern corner of the ±1.63-acre parcel on which the CHP Truckee Area Office is located, with the vault located just to the west of the new tower. Much of the tower site is currently paved, but there are exposed cut slopes on the northern and eastern sides of the tower site. To maximize use of the available area, retaining walls would be constructed on the northern and eastern edges and the tower would be situated as far to the northeast as is possible. An existing security light mounted on a wood pole would be removed to facilitate tower construction, and a skid-mounted waste oil tank would be relocated elsewhere on the Area Office parcel.

The new tower base would consist of an underground concrete pad with dimensions of about 32 feet wide by 32 feet long and six feet thick, with projecting anchor points for the four tower legs. The tower legs would be about 22 feet apart. A steel-lattice tower is proposed because this tower type provides directional flexibility for installing radio antennas. Further, platforms can be installed on a steel-lattice tower, which enhance worker safety and reduce repair/down time. The 120-foot tower height is needed to provide optimal separation between the microwave dishes and radio antennas. A minimum separation of 30 feet is required between receive and transmit antennas, and four frequency bands must be supported on the proposed tower. The 120-foot tower height would also provide some capacity to support additional antennas if the need should arise in the future.

Three microwave dishes would be mounted on the tower. One microwave dish would provide communication with Mt. Rose and would have to be installed at a height of about 110 feet to have a line-of-sight connection over an intervening ridge. The second dish would provide communication with Donner Beacon and would be installed at a height of about 70 feet. The third dish would be installed at a height of about 110 feet, and would provide communication with Brockway Summit[1]. The microwave dishes would be approximately 10 feet in diameter. Other equipment to be located on the tower would consist of 12 narrow antennas (up to three inches in diameter) with heights varying from 38 to 190 inches (3’ 2” to 15’ 10”).

[1] Communication with Brockway Summit is currently provided via a microwave dish mounted at the Caltrans maintenance station on Keisler Avenue. However, the existing tower is inadequate. Rather than build another tower at that location, the dish will be placed on the new tower at the CHP Area Office.

Agencies currently co-locating (i.e., sharing vault and tower space) with the CHP are the California Public Safety Communications Office (PSCO) and CalTrans. However, should another agency request space/services, CHP would evaluate the feasibility of the request.

The capabilities of the equipment will be Ethernet digital transmission at a data rate of 150 megabytes per second (MB/s). This will allow for all current voice communication needs to be met along with future anticipated data requirements for CHP, such as Computer-Aided Dispatch, Emergency 9-1-1 connectivity, and other needs. The power output of each transmitter is two watts. The tower life is expected to meet or exceed 50 years.

Tower construction would involve excavation of the tower pad area to a depth of about eight feet to accommodate the six-foot-thick concrete pad. The finished pad would be covered with approximately two feet of soil. Trenching would be conducted to allow for underground utilities connecting the tower with the equipment vault and the Area Office dispatch center. Tower construction is expected to take up to 75 days. This schedule allows one week for excavation activities; one week to pour the concrete pad, including cure time; one to two weeks to construct the tower; and sufficient time for necessary inspections of the different phases. The tower would be fabricated off-site and delivered to the site as modules. Modules would be assembled on-site with fasteners; welding activities are not expected during tower assembly.

The galvanized steel tower is not proposed to be painted. The galvanized color is expected to be only moderately prominent throughout the year, whereas a painted tower (e.g., dark green) would blend with the background during the summer but be highly visible during the winter, when snow cover is present. The microwave dish covers will be gray. No lighting is proposed for the tower.

The equipment vault would consist of a single-story building and would be built in place (not prefabricated). Although the building has not yet been designed, it is expected to be up to approximately 14 feet wide by 34 feet long by 14 feet high. The building would house electrical/radio equipment and possibly a diesel generator for emergency use. The building exterior, including materials and colors, would be generally compatible with local standards and character, as expressed in the Town of Truckee design guidelines. Security lighting would be provided at the equipment vault. The security lighting would be similar to that used by the CHP Area Office and by local businesses.

The ±0.09-acre parcel to be acquired as part of the proposed project would be used to offset the loss of parking and outdoor operations area. Existing vegetation on the parcel would be removed, and the parcel would be graded and paved. The existing chain-link fencing would be extended around the perimeter of the ±0.09-acre parcel.

Construction is anticipated to occur between March 2014 and June 2015. Major tasks and their approximate durations (not accounting for weather delays, inspections, etc.)

would include contract notifications and mobilization (50 days), vault construction (60 days), tower construction (75 days; see above for more details), equipment installation (45 days), and delayed demolition (10 days). Demolition work would consist of removing the existing steel-lattice radio tower located on the roof of the CHP Area Office and the ±55-foot-tall wood monopole and microwave dish on the east side of the Area Office.

3.5 REASONABLY FORESEEABLE FUTURE INCREASES IN ACTIVITY

As technology changes over time, there may be a need to add additional communications equipment to the tower, such as antennas or microwave dishes. Equipment upgrades within the vault may also be needed, but the vault is expected to have sufficient room to allow for future operational needs. With these possible exceptions, there are no reasonably foreseeable future increases in activity associated with the project proposal.

3.6 PROJECT APPROVALS

As Lead Agency, the CHP would have to make several environmental determinations before it could approve and implement the project proposal. Specifically, the CHP would have to certify the EIR for the project, adopt a Mitigation Monitoring and Reporting Program (MMRP), and prepare and adopt a Statement of Overriding Considerations documenting how the overriding benefits of the project would outweigh its unavoidable adverse environmental effects. CHP could also adopt other conditions of project approval.

In addition to the approvals by CHP, the project could be required to receive permits/approvals from responsible agencies. These agencies and the permits that may be required include:

California Department of Forestry and Fire Protection

- Timberland Conversion Exemption
    - If applicable, a determination regarding the need for a conversion exemption would be made by the California Department of Forestry and Fire Protection.

Northern Sierra Air Quality Management District

- Authority to Construct/Permit to Operate
    - This permit would be required if a back-up generator is included in the final design for the project.

In addition to the above, all radio transmitters must be licensed by the Federal Communications Commission. In order to apply for a license, CHP must certify that the transmitters meet the Federal Communications Commission (FCC) requirements for maximum permissible exposure for radiofrequency energy. All transmitters on the proposed tower would meet that requirement (in fact, they will be probably 100 times below the maximum limit). The FCC also determines if the Federal Aviation Administration (FAA) must be notified regarding tower construction, for aviation safety purposes; the proposed tower would not trigger the need for FAA notification.

If approved, the proposed project would be constructed, owned, and operated by a state agency. Therefore, the project is not subject to local requirements such as the Town of Truckee zoning code and ordinances. However, DGS and CHP emphasize a "good neighbor" policy and will strive to comply with local standards to the extent possible while still meeting the overall project objectives. To this end, DGS and CHP have engaged in early consultation with Town officials to exchange information about the proposed project and its potential effects. However, the project is not subject to permits or approvals from the Town of Truckee.

4. EXISTING CONDITIONS, THRESHOLDS OF SIGNIFICANCE, ENVIRONMENTAL IMPACTS, AND MITIGATION MEASURES

4.1 INTRODUCTION

This chapter contains a discussion of: the existing baseline conditions and operations, the thresholds above which an impact is considered significant, the significant adverse environmental impacts of the proposed project, feasible mitigation measures, and the levels of significance after mitigation. Issues evaluated in these sections consist of a full range of potential environmental topics originally identified for review in the *Notice of Preparation* (NOP) as well as all topics requested for consideration by the public and agencies in response to the NOP. A copy of the NOP and comment letters received are included in Appendix A of this report.

Each of Sections 4.2 through 4.4 of this Draft EIR is organized into the following major components:

- **Existing Conditions:** This subsection presents the existing regional and local environmental conditions and CHP operations relevant to the consideration of project impacts, as described below. The applicable regulatory framework, plans, and policies, under which the proposed project would be implemented, are also discussed in the Existing Conditions component of each section. Regulatory framework that applies to all impact analysis sections is described in this section.
- **Thresholds of Significance:** This subsection presents the criteria used to define significant effects on the environment. The criteria are expressed as thresholds, above which the project would have a significant effect on the environment. Thresholds may be quantitative or qualitative, or may be based on agency standards, or legislative or regulatory requirements as related to the impact analysis.
- **Environmental Impacts:** This subsection discusses potential significant effects of the proposed project on the environment, based on whether it violates/exceeds stated thresholds of significance. Project impacts are numbered sequentially in each subsection throughout the section. For instance, impacts in Section 4.3 are numbered Impact 4.3-1, Impact 4.3-2, Impact 4.3-3, etc. A bold font threshold of significance statement precedes the discussion of each impact. The discussion that follows the threshold of significance statement includes substantial evidence to support the significance conclusions.
- **Mitigation Measures:** This subsection provides mitigation measures to reduce the significant adverse environmental effects of the proposed project to the extent feasible. The State CEQA Guidelines (§15370) defines mitigation as:

a) Avoiding the impact altogether by not taking a certain action or parts of an action.

b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation.

c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

d) Reducing or eliminating the impact over time by preservation and maintenance operation during the life of the action.

e) Compensating for the impacts by replacing or providing substitute resources or environments.

- **Level of Significance after Mitigation:** This subsection describes the status of all significant impacts following implementation of all feasible mitigation measures. Either the impact would be reduced to a level below the significance threshold (i.e., mitigated to less than significant) or it would be concluded that feasible mitigation is not available or is insufficient to reduce an impact to less than significant. This would be a "significant unavoidable effect on the environment." If significant unavoidable effects remain, an agency may approve a project if it finds that overriding benefits of the project outweigh the significant effects.

4.2 AESTHETICS

The purpose of the Aesthetics section is to identify key visual resources and sensitive visual receptors/viewers in the project area, and to evaluate visual impacts attributable to the proposed project.

In response to the Notice of Preparation, the Town of Truckee requested that the aesthetic evaluation in the EIR provide visual simulations from various vantage points, include a discussion of Town-defined scenic resources, and address potential lighting impacts and visual compatibility with the surrounding neighborhood. A local resident also expressed concerns about the aesthetic impacts of the proposed tower.

4.2.1 EXISTING CONDITIONS

The project site is situated just east of the Sierra Nevada crest within the limits of the Town of Truckee. The property is located in the Town's Gateway Commercial District, which is an area comprised of a mix of commercial buildings, residences, undeveloped land, and freeways. The proposed tower site is located about 250 feet east of State Route 89 (SR 89), about 175 feet south of Donner Pass Road, and about 800 feet north of Interstate 80 (I-80). The Bank of America parking lot is immediately north of the tower site, and undeveloped lands zoned for commercial use are immediately to the

east. The undeveloped lands support numerous trees as well as shrubby undergrowth. Commercial centers are located to the north of Donner Pass Road. An older single-family residential neighborhood is located to the southeast; the nearest houses are less than 150 feet from the proposed tower site and are upslope of the site.

The proposed facilities would be constructed within the existing fenced yard of the CHP Truckee Area Office. The proposed tower site is in the northeast corner of the parcel; most of the site is paved, while the northern and eastern edges support sapling conifers on a cut bank. The Area Office currently supports two antennas. One is an 80-foot-tall, narrow, steel-lattice mast installed on top of the 12-foot-high Area Office building (for a total height of 92 feet) and supported by a number of guy wires. The other is a 55-foot-tall wood monopole adjacent to the east side of the Area Office, on which a microwave dish is mounted. An aerial photograph showing the visual character of the project site and vicinity is presented in Figure 4.1. Ground-level photographs of the site are presented in Figures 4.2, 4.3, and 4.4.

Visually sensitive viewers of the proposed facilities would include residents of the homes southeast of the tower site, and tourists and visitors driving on Interstate 80, State Route 89, and Donner Pass Road. Consumers shopping within the Gateway Commercial District would also have visual exposure to the tower, but are considered less visually sensitive than residents, tourists, and area visitors.

There are no State-Designated Scenic Highways within the Town of Truckee. However, the Town has identified I-80 as a scenic corridor for the entire length that it runs through the town limits. SR 89 north of Prosser Dam Road has also been designated as a scenic corridor by the Town.

Figure 4.1. Oblique Aerial View of the Truckee Area Office Showing the Tower and Vault Construction Site and the ±0.09-Acres to be Acquired

Figure 4.2. View of Proposed Vault Location (approximately between the two loaders)

Figure 4.3. Partial View of Proposed Tower Location (the pad center will be near the green pipe)

Figure 4.4. View of Proposed ±0.09-Acre Acquisition Site (looking west)

Regulatory Setting

The following apply to the regulatory setting for this project:

SCENIC HIGHWAY SYSTEM

The California Department of Transportation (Caltrans) administers the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from change that would affect the aesthetic value of the land adjacent to highways. Although Interstate 80 and State Route 89 are Eligible State Scenic Highways, they have not been officially designated at this time. The closest Officially Designated State Scenic Highway is a portion of I-80, located approximately 30 miles west of the proposed project site. Additionally, a portion of State Route 49 in Sierra County, approximately 35 miles north of the proposed project site, is an Officially Designated State Scenic Highway. (California Department of Transportation, 2007).

4.2.2 THRESHOLDS OF SIGNIFICANCE

Criteria for determining the significance of impacts related to visual resources were based on the environmental checklist form in Appendix G of the State CEQA Guidelines (Cal. Code Regs., Title 14, §15000 et seq.). An impact related to visual resources is considered significant if it would:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.
- Have a substantial adverse effect on a scenic vista.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.2.3 ENVIRONMENTAL IMPACTS

4.2-1 Impact Scenic Resources within a State Scenic Highway

The project would not affect views from a State scenic highway, as there are no officially designated scenic highways in the viewshed of the project site. Therefore, there is no impact.

4.2-2 Impact Scenic Vistas

Topographic variation within the Town of Truckee contributes to numerous vistas and scenic views. The valley, hillsides, and ridgelines that comprise the town's diverse landscape provide a rich array of scenic resources. There are numerous vantage points from which scenic vistas can be appreciated (Town of Truckee, 2009).

To help quantify the visibility of the proposed new tower, a Digital Elevation Model (DEM) was generated for the site vicinity and used to identify lands that could have a view of the 120-foot tower based on "bare-earth" topography. This analysis does not take into account features such as trees and buildings that could block views. Figure 4.5 shows all lands within the site vicinity from which the tower could potentially be seen. Based on the DEM, the proposed tower could potentially be visible from about 14 percent of lands within a five-mile radius of the tower.

The tower would have the greatest effect on scenic vistas looking easterly from Donner Lake, and looking westerly from the Truckee River. The tower would also affect views to Donner Peak, Mt. Judah, and Tinker's Knob from locations immediately northeast of the tower in the Gateway area of town. However, the proposed tower would not affect the most spectacular views looking to the east from central Truckee, nor would the tower be visible from the majority of the upland neighborhoods such as Tahoe Donner or Prosser or the Gray's Crossing Planned Community. The tower would be visible from I-80, through the Gateway area, which is a Town-designated scenic corridor. The tower would be visible only from short segments of State Route 89 in the immediate site vicinity, and would not be visible from that portion of SR 89 designated as a scenic corridor by the Town of Truckee.

Given the sensitive visual character of the Town of Truckee and the central location of the proposed tower, the tower would have a significant adverse and unavoidable effect on scenic vistas in the site vicinity.

4.2-3 Impact Existing Visual Character of the Site

The proposed project could affect the visual character of the site and environs as a result of tower and vault construction on the Truckee Area Office parcel as well as through vegetation removal and subsequent use of the adjoining ±0.09-acre parcel to the south. The proposed 120-foot-tall, galvanized steel tower would substantially alter the existing visual character and visual quality of the site and its surroundings. The tower would become the most visually prominent element of the site vicinity. Photographic simulations of the proposed tower from several different vantage points are presented below in Figures 4.6 through 4.9.

Tower construction would result in a significant, adverse and unavoidable effect on the visual character of the area. Although the visual effects of the tower cannot be mitigated to a less-than-significant level, in response to Town of Truckee and local resident concerns, CHP/DGS selected the current site location in an effort to minimize visual impacts.

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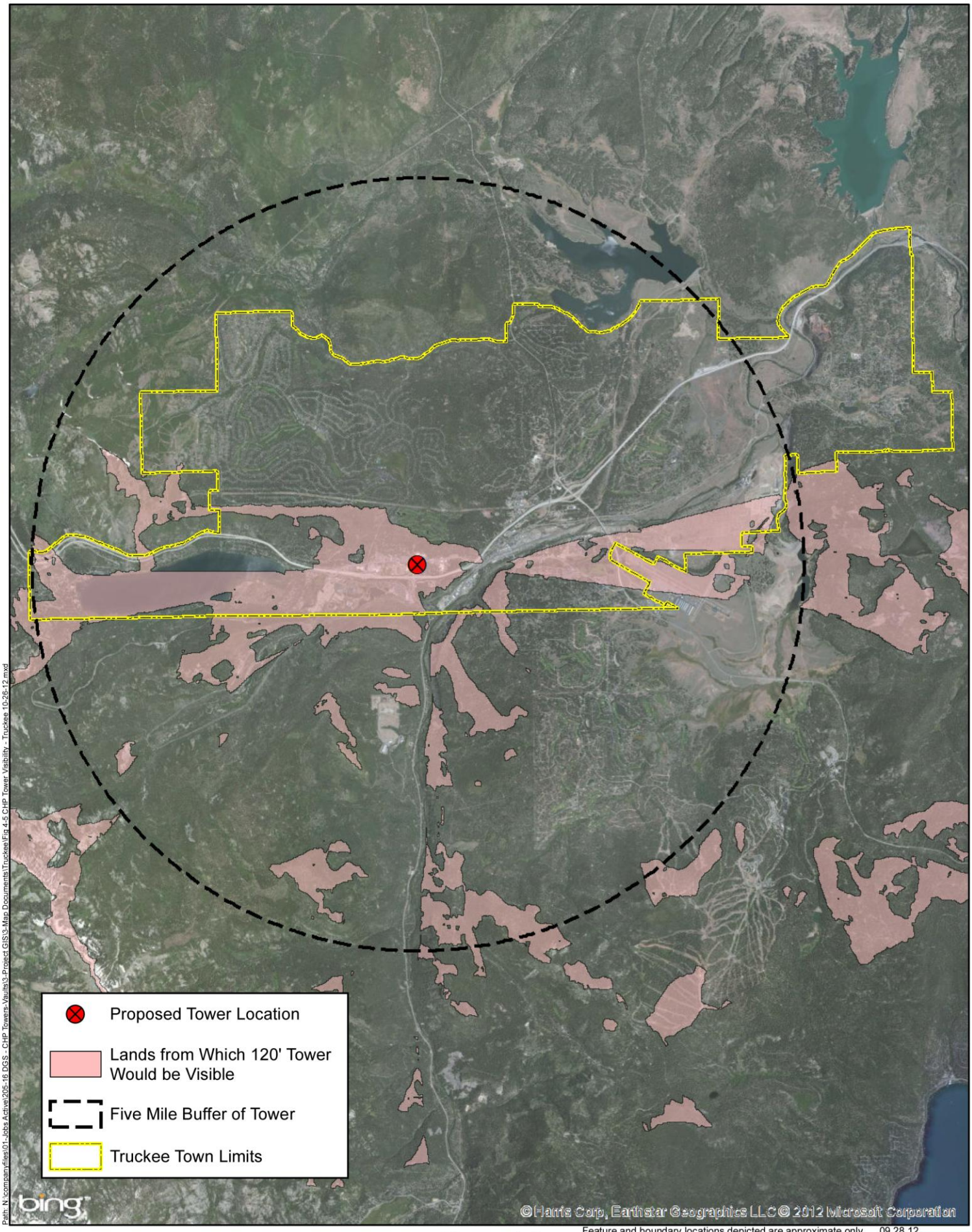

Figure 4.5

Tower Visibility Analysis

Feature and boundary locations depicted are approximate only. This is not a survey product.

09.28.12

ENPLAN

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The equipment vault to be located near the proposed tower has not yet been designed. However, it is expected that the vault will be up to about 34 feet long by 14 feet wide and 14 feet tall. The vault would be constructed of split-face concrete masonry units (CMUs) providing a rough stone-like exterior finish with earth-tone colors. As called for in Mitigation Measure 2.1, to minimize visual impacts associated with the vault, the architectural design of the vault, including materials and colors, will be selected by DGS/CHP to integrate with the surrounding area and, to the extent possible, be consistent with design guidelines of the Town of Truckee.

Clearing of the ±0.09-acre parcel and its subsequent use would have a relatively minor visual effect compared with tower construction, but could still be significant. Several young trees on the site would be removed. These trees currently provide some visual screening for the storage containers, propane tanks, and other "commercial yard" uses of the Area Office parcel. Placement of similar equipment at the edge of the State Route 89 right-of-way would reduce the scenic quality for motorists passing the site. Chain-link security fencing would be erected around the acquisition site but, due to space constraints, landscaping would not be provided.

Figure 4.6. Simulated View of Tower from Eastbound I-80 above the SR 89 Underpass

Figure 4.7. Simulated View of Tower from SR 89 just North of the I-80 Overpass

Figure 4.8. Simulated View of Tower from North Side of Donner Pass Road

Figure 4.9. Simulated View of Tower from Tahoe Drive

4.2-4 Increased Nighttime Lighting Impacts

Light pollution refers to all forms of unwanted light in the night sky around and above us, including glare, light trespass, sky glow, and over-lighting. Glare is the uncomfortable brightness of a light source when viewed against a dark background. Light trespass is the spilling of light from beyond the property where the light is located. Sky glow is the scattering and reflection of artificial light that reduces one's ability to view the night sky (International Dark-Sky Association, 2011). Views of the night sky are an important part of the natural environment, especially for a mountain community such as Truckee. Excessive light and glare can be visually disruptive to humans and nocturnal animal species, and may require excessive energy consumption.

New lighting associated with the proposed project would be limited to security lighting for the equipment vault. Tower lighting is not proposed. In general, the proposed lighting sources would be of the same size and intensity as existing lighting sources used at the CHP Area Office and local businesses. To ensure that the new security lighting would not result in significant adverse impacts, the design criteria specified in Mitigation Measure 2.2 shall be implemented.

4.2.4 MITIGATION MEASURES

No mitigation is necessary for the following less-than-significant impacts:

4.2-1 Impacts to Scenic Resources within a State Scenic Highway

Mitigation is necessary for the following potentially significant impacts:

4.2-2 Impacts to Scenic Vistas

4.2-3 Impacts to the Existing Visual Character of the Site

4.2-4 Increased Nighttime Lighting Impacts

MM 2.1. Architectural design of the equipment vault, including materials and colors, shall be selected by DGS/CHP to integrate with the surrounding area and, to the extent possible, be consistent with design guidelines of the Town of Truckee.

MM 2.2. Exterior lighting shall be:

- Directed downward and away from adjoining properties and public rights-of-way.
- Fully shielded or recessed so that direct glare and reflections are confined, to the maximum extent feasible, to the boundaries of the CHP Area Office parcel.
- Of the minimum intensity needed to serve the lighting objective.
- Architecturally integrated with the character of the structure.

4.2.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Even with implementation of the above mitigation measures, the aesthetic impacts of the proposed project would remain significant. Therefore, if the proposed project is to be approved, CHP must prepare and adopt a Statement of Overriding Considerations documenting how the overriding benefits of the project would outweigh its unavoidable adverse environmental effects.

4.3 CULTURAL RESOURCES

The purpose of the Cultural Resources section is to identify and evaluate the potential for the proposed project to adversely affect paleontological, archaeological, and historical resources. Resources of concern include but are not limited to fossils, prehistoric and historic artifacts, burials, sites of religious or cultural significance to Native American groups, and historic structures.

The analysis in this section is based on the Cultural Resources Inventory Report prepared by ENPLAN (2012). The report contains information regarding the location of cultural resources and is therefore considered a confidential document that is not appropriate for public review. However, the following discussion provides all information in the report except the specific cultural resources location data. The cultural resources study included a records search; historic background research; a field survey addressing the ±0.09-acre parcel to be acquired by CHP; contact with the Native American Heritage Commission, Native American organizations and individuals, and the North Lake Tahoe Historical Society; and preparation of the Cultural Resources Inventory Report. Following extension of the work area to include the northeastern corner of the CHP parcel, photographs of this area were reviewed by the project archaeologist. Essentially all of the lands that would be affected by tower and vault construction have previously been disturbed by grading, excavation, and paving; earthwork is currently being conducted in this portion of the CHP parcel to construct a fuel dispensing shelter; a cultural resources field evaluation of the tower and vault footprint is not warranted given the extent of past and current disturbance.

Although no comments were submitted in response to the Notice of Preparation, two responses were received during preparation of the cultural resources study. The Native American Heritage Commission stated that their files do not show the presence of any cultural resources within the project area. Secondly, a local Native American stated that many sites dating to the Martis Complex have been encountered in the surrounding area. She stated that she was concerned about any ground disturbance, and that should any cultural materials be found subsurface, all applicable laws and regulations should be followed, including consulting a qualified archaeologist and a Washoe tribal monitor. No other responses were received.

4.3.1 EXISTING CONDITIONS

Environmental Setting

The project area is just east of the Sierra Nevada crest, and occurs within an upper montane coniferous forest community. This forest once dominated the landscape of present-day Truckee. However, clearing of the forest to accommodate urban growth has resulted in fragmented stands of forest within the town limits. The ±0.09-acre acquisition site has been moderately disturbed by past removal of most trees on the

site, while the current tower site has been highly disturbed by vegetation removal, excavation, grading, and paving. Tree species on the acquisition site include Jeffrey pine and lodgepole pine. A defined shrub layer is not present, although shrub species such as wax currant, rubber rabbitbrush, and antelope brush are present. The herbaceous layer on the site includes Spanish lotus, miniature lotus, pussypaws, woolly mullein, groundsmoke, sheep sorrel, and Donner Lake lupine. Vegetation on the current tower site consists of several conifer saplings on a cut slope.

The project site receives a moderate amount of precipitation and is subject to a very heavy winter snowpack. Average annual precipitation in Truckee between 1904 and 2011 was approximately 30 inches, while average annual snowfall was approximately 202 inches. The average summer maximum temperature was 82.3 degrees Fahrenheit and the average winter minimum temperature was 14.6 degrees Fahrenheit (Western Regional Climate Center, 2012).

Ethnographic Summary

The project site is located within the territory of the Washo (Washoe) (Moratto, 1984). The following ethnographic account is based primarily on work by Kroeber (1976) and Moratto (1984).

The Washo were Hokan speakers and were adapted to both the high Sierra and the Great Basin. Their annual round of hunting deer, rabbits, and pronghorn; gathering pine nuts, chokecherries, and seeds; and fishing for trout and suckers in the streams surrounding Lake Tahoe took the Washo as far west as the western Sierra-Nevada foothills, east of present-day Sacramento, and east to the western rim of the Great Basin in the present-day state of Nevada. This wide east-west range allowed them to take advantage of every “life-zone” in the Sierra Nevada, an adaptation that is most similar to the eastern Tubatulabal and the Northern Maidu.

The Washo employed a number of different types of basketry for different functions. The majority of fine basketry was coiled and in a style most similar to the Mikow. Twined and pitched basketry water jugs were similar to those used by the Shoshone. Everyday basketry was twined. Conical carrying baskets, oval and triangular trays, elliptical seed beaters, cooking baskets, and hooded cradles were used. Willow was the primary basketry material, with fern root and redbud being used to add decorative patterns to the weaving.

Large nets were used to capture rabbits. Sometimes two nets would be placed at an angle to each other. Rabbits were communally driven into the vertices of the nets where they were then clubbed.

Unshaped stone pestles were used in conjunction with bedrock mortars for grinding pine nuts and other seeds. Stirring paddles or looped sticks were used to stir gruel made from ground pine nuts or seeds.

Domestic structures were oval-shaped domes with a protruding entrance, approximately 2.5 meters in height with a diameter of approximately 3.5 meters. The domed frame would be thatched with tule mats or, in the mountains, covered with leaves or bark. Sweat lodges were of the Plains style, consisting of a small pole frame temporarily covered with skins, large enough for one person, and heated with steam. The Plains-style sweat lodge is believed to have been a relatively recent introduction to the Washo.

Population estimates for aboriginal Washo are placed around 1,500. Infrequent exploratory and punitive expeditions were undertaken by missionaries during the Spanish and Mexican periods. The Washo population is estimated to have been approximately 900 in 1859. The Washo were invaded during the Gold Rush era and suffered great losses due to disease, starvation, violence, forced relocation, and environmental degradation, although estimates of their population in the 1920s of approximately 800 indicates a stabilization of population and their successful adaptation to European-American lifeways.

Prehistoric Summary

The first professional archaeological studies in the region were undertaken in 1952 by University of California-Berkeley archaeologists T. Bolt, A. B. Elsasser, and Robert F. Heizer, who tested and conducted the surface collection of 26 archaeological sites in the Lake Tahoe region, east of the Sierran crest. These high-elevation sites (more than 5,400 feet above mean sea level) were located above the snowline, suggesting their use as warm-season camps.

Heizer and Elsasser's (1953) work was the first to define a regional chronology. The chronology contained two phases that were temporally and culturally distinct. The earliest phase was named the Martis Complex (4000 B.P-2000 B.P.) and was characterized by the use of basalt for the manufacture of chipped stone tools, large roughly shaped projectile points and atlatl (or spear-thrower) weights; manos and millingstones for seed processing; and bowl mortars with cylindrical pestles. Martis peoples are thought to have emigrated from the western Great Basin to the northern Sierra Nevada (Elsasser, 1978). The Martis phase may represent ancestral Maiduan peoples.

Heizer and Elsasser (1953) defined the more recent phase as the Kings Beach Complex (post-A.D. 1000). The Kings Beach Complex is characterized by flaked obsidian and silicate, small projectile points, use of the bow and arrow, and a decrease in the number of chipped-stone scrapers present. The Kings Beach Complex has been attributed to the ethnographic Washo and their ancestors. Peoples of the Kings Beach Complex practiced a subsistence based on fishing and gathering pinon and other seeds, supplemented by hunting (Moratto, 1984).

Generally, Kings Beach components consist of sparse artifact scatters overlaying deeper Martis components. The higher artifact density and greater depth of Martis cultural deposits suggest a higher population density of Martis over Kings Beach peoples. It is possible that permanent base camps and winter villages were occupied by Martis peoples in the Lake Tahoe area, but not by the later Kings Beach occupation. Elston et al. (1976) postulate that the Kings Beach people may have been affected by a drier climatic trend between A.D. 500 and A.D. 1200, that lowered the dependability of key food resources. The drier climate thereby reduced the population in the Lake Tahoe region.

Davis and Elston (1972) expanded on Heizer and Elsasser's (1953) chronology of the Lake Tahoe region. Davis and Elston (1972) dated the first human occupation of the area to the Spooner I (7100-4920 B.P.) phase. Spooner II (1250 B.P.-A.D. 60) was characterized by the presence of milling stones; bifacial manos; unshaped pestles; and Elko, Rose Spring, and Martis projectile point types. Spooner III (A.D. 60-A.D. 1385) was characterized by the same cultural constituents as Spooner II, but with the addition of cobble manos, several types of drills, and the presence of Eastgate, Cottonwood, and Desert side-notched points. Jacks Lake/Spooner IV was the final phase leading into historic times.

Davis and Elston's (1972) chronology was further refined by Elston et al. (1977). In this chronology, Spooner is relegated to the second earliest position and the Martis and Kings Beach Complexes are expanded out into multiple phases. The earliest phase in the Elston et al. (1977) chronology is the Tahoe Reach (approximately 8000 B.P.) phase, which is characterized by Paman points. The Spooner phase (6950 B.P.-3950 B.P.) is characterized by Pinto and Humboldt series projectile points. The Martis Complex is divided into three phases: early, middle, and late. Early Martis (3950 B.P.-3450 B.P.) is characterized by Elko and Martis series contracting stem projectile points, large basal bifaces, and light-colored basalt artifacts. Middle Martis (3450 B.P.-2450 B.P.) is characterized by Steamboat projectile points. Late Martis (2450 B.P.-A.D. 500) is characterized by Elko and Martis series corner-notched and eared points. The Kings Beach Complex is separated into two phases: early and late. Early Kings Beach (A.D. 500-A.D. 1200) saw the introduction of Eastgate and Rose Spring series projectile points and the bow and arrow, chert cores, utilized flakes, and other small chert tools. Washo-Late Kings Beach (A.D. to historic times) is characterized by Desert side-notched and Cottonwood series projectile points.

Historic Summary

Members of the Stephens-Townsend-Murphy emigrant party were the first non-natives to come through the Truckee pass area in 1844. Elisha Stephens, a blacksmith and trapper by trade, served as the wagon train's captain. John Townsend was a doctor, and would become the first licensed physician in California. Martin Murphy was an Irish immigrant seeking religious solidarity in the predominantly Catholic California, then under Mexican governance. This group had followed the Oregon Trail to Fort Hall and

then turned southwest to follow the Humboldt River through Nevada. By chance, they encountered a Paiute Indian, who guided them to a river running out of the Sierra. The emigrants mistakenly thought the native guide's name was "Truckee," and so named the river after him, later giving its name to the town. The Stephens-Townsend-Murphy party became the first wagon train to cross the Sierra Nevada, although word of their achievement did not reach the eastern United States until a year later (Rarick, 2008; Stewart, 1964).

The Ide party crossed the pass in the following year, led by trapper Caleb Greenwood. They left the Stevens Party trail at Verdi, Nevada, and rejoined the Stevens party route near Truckee, traveling through Dog Valley. These emigrants constructed a road by removing rocks and cutting down trees. The party created a series of switchbacks and used their oxen to haul their wagons up the steep ascents with chains. Once they had reached a flat place in the road, the oxen would be unhitched, and then driven up to the next flat, and so the painstaking process was repeated to reach the summit (Stewart, 1964).

Nearby Donner, just to the east, was the site of the infamous Donner Party of George and Jacob Donner, who became stranded in the winter of 1846/1847 while attempting to cross the pass in the Northern Sierra. Nearly half the members of this immigrant group perished from starvation before relief parties could arrive (Rarick, 2008; Stewart, 1964). The opening of the Carson Pass in 1848 made the Truckee route over Donner Pass a secondary route for emigrant wagon trains (Stewart, 1964).

In 1859, Dr. D. W. Strong of Dutch Flat instructed Theodore D. Judah, a Connecticut engineer, to investigate the feasibility of Donner Pass as a railroad route. Strong had favored this route because it avoided the ascents and descents of other emigrant routes. Sacramento entrepreneurs incorporated the Central Pacific Company of California on June 27, 1861 (Stewart, 1964). The Central Pacific would later become the railroad that completed the first transcontinental railroad, passing through Truckee at Donner Pass.

Joseph Gray was the first European-American resident in the Truckee area, settling here in 1863. His family home came to be known as Gray's Station. In the 1860s, Mr. Coburn built several additional buildings to supply railroad workers as well as miners crossing the Sierra Nevada on their way to mines in Nevada. Gray's Station was renamed Coburn's Station. In 1868, Coburn's Station, also known as Brickletown, was burned. Truckee's wooden buildings would continue to be plagued by fire throughout the end of the nineteenth century.

The town of Truckee soon sprung up nearby. At the time of the fire in 1868, there had been five saloons, a boarding house, four stores, and Brickell and Guysendofer's water-powered sawmill. By December of 1868, the town had 272 buildings, including a railroad roundhouse, five new stores, and Piper's Magnolia Theater. The roundhouse

burned down soon after, on March 28, 1869. Most saloons and gambling establishments were concentrated in a single block along Front Street with Chinatown on the opposite side of the road. Chinatown consisted of closely packed shacks, constituting a considerable fire danger (Hinkle and Hinkle, 1949). The red light district was located behind Front Street on Jibboom Street.

On May 29, 1875, a fire burned down Chinatown, the Paschen and Kerby Market, the Grozen and Stoll Stables, a cabinet shop, and the Virginia Saloon. In 1891, there were three fires in Truckee: a small one in January, followed by another minor one in March, and a large one on July 20, 1891. The July fire destroyed 68 buildings, including 20 businesses, residences, the Webber House, the school, and Bill Hurd's family saloon and opera hall. The fire began in Louis Derr's saloon after a domestic dispute (Hinkle and Hinkle, 1949).

The Dutch Flat-Donner Lake Road, which runs immediately north of the project area, was opened in June of 1864. It followed the ridge up and connected with the emigrant trail, which it followed past Crystal Lake and Big Bend. The Dutch Flat-Donner Lake Road continued on bottomland along the Truckee River, not returning to the high country as the emigrant trail had. The Dutch Flat-Donner Lake Road converged with the emigrant trail near Donner Pass. The road was important in the freight business to the Comstock silver mines in Virginia City, Nevada. The California Stage Company began service on the Dutch Flat-Donner Lake Road from the then eastern terminus of the railhead at Clipper Gap to Virginia City, Nevada, on July 16, 1864. The road fell out of use after the completion of the railroad (Stewart, 1964). The Dutch-Flat Donner Lake Road is visible on an 1865 GLO Plat Map. The Plat Map also indicates that a telegraph line ran along the north side of the road.

The first transcontinental railroad in North America passed through Truckee. Construction of the transcontinental railway began in 1862, with construction reaching Truckee in 1868, and being completed the following year in 1869. The transcontinental railway ran from Sacramento, California, to Omaha, Nebraska, and connected with existing railways to provide for the first time a direct transportation route between the east and west coasts of the United States.

Many Chinese workers labored under dangerous conditions to complete the portion of the railroad over the Sierra. Small, one-horse carts were the primary means of moving dirt. Nitroglycerin was used to blow up granite. Trees were cut to construct ties and trestles, and were used as fuel for steam locomotive engines. Massive timber snow sheds were constructed to keep the tracks clear of heavy winter snows. In 1890, a rotary plow was developed to effectively remove snow from the tracks (Stewart, 1964).

The development of the timber industry was concurrent with the construction of the railroad, with the first lumber mill being constructed in 1867. In 1868, there were 14 mills operating in the vicinity of Truckee (Hinkle and Hinkle, 1949).

Ice harvesting, from the numerous ice ponds along the Truckee River, was a major economic activity in Truckee from the 1890s through the 1920s, until electric refrigeration came to replace ice boxes (Levick, n.d.).

After the completion of the railroad, the Donner Lake area became a summer resort (Stewart, 1964). In the 1890s, Charles F. McGlahan began promoting winter recreation with his chicken-wire ice sculptures that he hoped would induce rail passengers to stop in Truckee. In 1909, Truckee held its first winter carnival. In 1913, the first ski lift was constructed. In 1932, the railroad named an excursion train to Truckee the "Snowball Special."

The advent of the automobile brought renewed interest in the old Dutch Flat-Donner Lake Road. In 1920, the improved road was called the Victory Highway. This road was largely unpaved and lacked guardrails. This route was constructed as an alternate route of the Lincoln Highway connecting San Francisco and New York. It was also called "The Big Bend Route." Major work was begun on the road in 1923, with a new grade being constructed up the steep east face of Donner Pass. In 1925, the "Dog Valley detour," established in 1845 by the Ide party, was eliminated from the route (Stewart, 1964). The Victory Highway became part of U.S. Highway 40. In the 1940s, the automobile began to replace train travel. United States Interstate 80 was completed in 1964, superseding U.S. Highway 40, and further facilitating automobile access to winter recreation.

Truckee was incorporated as a town on March 23, 1993.

Field Study

Based on the background information presented above, as well as on comments provided by Native Americans, the sensitivity for both prehistoric and historic resources in the project vicinity is considered high, although the ground within the project area has been previously disturbed.

Melissa Brown, ENPLAN Staff Archaeologist, conducted a pedestrian survey of the ±0.09-acre parcel on November 17, 2011. Following extension of the work area to include the northeastern corner of the CHP parcel, photographs of the tower and vault footprint were reviewed by the project archaeologist. Due to extensive past and current ground disturbance, a field survey of this small additional area is not warranted. No "Historic Resources," as defined in §15064.5 of the CEQA Guidelines and Public Resources Code (PRC) §5024.1, were identified during the study. There are no prehistoric or historic archaeological sites within or adjacent to the study area. There are no sites or structures within the study area that would qualify for listing on the California Register of Historical Resources. The project will not affect any "Historic Resources" as defined under §15064.5 of the CEQA Guidelines and PRC §5024.1, and no further cultural resources studies are required.

Regulatory Setting

Prehistoric and historic resources of importance are governed by national, state, and local laws and regulations. The regulations that apply to cultural and historic resources for the proposed project are discussed below.

FEDERAL

National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register as the official national listing of important historic and prehistoric resources worthy of preservation. The National Register includes districts, sites, buildings, structures, and objects with local, regional, state, or national significance. The definition of a historic property includes "any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in, the National Register" (Advisory Council on Historic Preservation, 1986). A historic property must meet specific criteria to be considered eligible for listing on the National Register.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in prehistory or history.

STATE

Public Resources Code, §5024.5

(a) No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the master list maintained pursuant to subdivision (d) of §5024 without, early in the planning processes, first giving notice and a summary of the proposed action to the [State Historic Preservation] Officer who shall have 30 days after receipt of the notice and summary for review and comment.

(b) If the officer determines that a proposed action will have an adverse effect on a listed historical resource, the head of the state agency having jurisdiction over the historical resource and the officer shall adopt prudent and feasible measures that will eliminate or mitigate the adverse effects. The [State Historic Preservation] Officer shall consult the State Historical Building Safety Board for advice when appropriate.

California Environmental Quality Act

The State Historic Resources Commission and Office of Historic Preservation (OHP), within the Department of Parks and Recreation (DPR), administer the State's historic preservation programs. The OHP oversees state agency compliance with State preservation statutes and programs, administers federal preservation programs in California, and state programs such as the California Register. The California Register is a guide to identifying the State's historical resources and establishes a list of those properties that are to be protected from substantial adverse change (PRC §5024.1).

The California PRC defines a historical resource to include, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC §5010.1(j)).

In California, the standard of historical (including archeological) significance is listing in, or eligibility for listing in, the California Register. The California Register is the authoritative guide to be used by state and local agencies to identify the state's historical resources (PRC §5024.1(a)). It includes properties nominated to and placed on the register by the State Historic Resources Commission and properties listed in or formally determined eligible (under §106 of the National Historic Preservation Act) for listing in the National Register (PRC §5024.1(b) and (d)(1)). Both individual properties and historic districts may be listed in the California Register (PRC §5024.1(e)(1)(2)).

In addition to properties listed, or formally determined eligible for listing, historical resources or districts designated or listed as city or county landmarks or locally listed pursuant to any city or county ordinance are presumed to be eligible for listing in the register unless a preponderance of evidence in the record indicates that it is not historically or culturally significant (PRC §21084.1). Historical resources identified as significant in historical resource surveys conducted by local governments also may be eligible for listing (PRC §5024.1(e)(3)), if the survey meets one or more of the criteria for eligibility set forth in PRC §5024.1(g). Further, if a historical resource is not listed in the California Register, is not designated by a local agency, and is not identified as significant in a historical survey, a lead agency may determine that the resource may be a historical resource as defined in the PRC §5020.1(j) or §5024.1 (California Environmental Quality Act (CEQA) Guidelines, §15064.5(a)(4)).

The criteria for listing in the California Register are defined in statute (PRC §5024.1 (C)(1-4)), in the CEQA Guidelines (California Code of Regulations (CCR) Title 14 Ch 3 §15064.5 (3)(A-D), and in the Guidelines for the California Register (CCR Title 14, Ch. 11.5 §4852(b)(1-4)). These criteria are very similar to the federal criteria for listing in the National Register.

The criteria include:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- It is associated with the lives of persons important to local, California, or national history.
- It embodies the distinctive characteristic of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

One or more of these criteria may apply to a single property or a district.

In addition to meeting the above criteria, a property or district must possess integrity. Integrity is defined as the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. A property must retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance (CCR Title 14, Ch 11.5 §4852(C)).

4.3.2 THRESHOLDS OF SIGNIFICANCE

Criteria for determining the significance of impacts related to cultural resources were based on the environmental checklist form in Appendix G of the State CEQA Guidelines (Cal. Code Regs., Title 14, §15000 et seq.). An impact related to cultural resources was considered significant if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

- Disturb any human remains, including those interred outside of formal cemeteries.

4.3.3 ENVIRONMENTAL IMPACTS

4.3-1 Adverse Change in the Significance of a Historical Resource

No historical resources were identified within the project boundaries during the 2011 field survey or subsequent review performed by ENPLAN. However, there is a limited possibility that subsurface cultural resources may be found in the course of future development work. Implementation of Mitigation Measure 3.1 will ensure that any subsurface cultural resources are not adversely affected.

4.3-2 Adverse Change in the Significance of an Archaeological Resource

No prehistoric sites or archaeological resources were identified within the project boundaries during the 2011 field survey or subsequent review performed by ENPLAN. However, there is a limited possibility that subsurface cultural resources may be found in the course of future development work. Implementation of Mitigation Measure 3.1 will ensure that any subsurface cultural resources are not adversely affected.

4.3-3 Destruction of a Unique Paleontological Resource or Site or Unique Geologic Feature

There is no record of paleontological resources on the project site. The project site has no unique geological features. Therefore, there would be no significant impact to unique paleontological resources, sites, or unique geologic features.

4.3-4 Disturbance of Human Remains

The project site does not contain any identified cemeteries, burial sites, or human remains. However, there is a limited possibility that undiscovered human remains may be found in the course of future development work. Implementation of Mitigation Measure 3.2 will ensure that any subsurface human remains are not adversely affected.

4.3.4 MITIGATION MEASURES

No mitigation is necessary for the following less-than-significant impact:

4.3-3 Destruction of a Unique Paleontological Resource or Site or Unique Geologic Feature

Mitigation is recommended for the following potentially significant impacts, as presented below:

4.3-1 Adverse Change in the Significance of a Historical Resource

4.3-2 Adverse Change in the Significance of an Archaeological Resource

4.3-4 Disturbance of Human Remains

MM 3.1. If any historic or prehistoric cultural resources (i.e., human bone or burnt animal bone, midden soils, projectile points, humanly-modified lithics, historic artifacts, etc.) are inadvertently encountered during any phase of construction, all earth-disturbing work shall stop within 100 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary.

MM 3.2. If human remains are encountered, the County Coroner shall be contacted to determine whether investigation of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native American remains be discovered, the County Coroner must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with a representative of the people of most likely descent, a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Treatment of any human remains shall be in accordance with California Health and Safety Code §7050.5 and Public Resources Code §5097.98.

4.3.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the above mitigation measures (MM 3.1 and MM 3.2), project impacts to historical, archeological, and paleontological resources would be less than significant.

4.4 HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment was conducted by ENPLAN in January 2012. A supplemental investigation was completed in September 2012 to address the revised tower location. The study has revealed no obvious evidence of "recognized environmental conditions" in connection with the study site, and no further environmental investigation was recommended.

In response to the Notice of Preparation, the Town of Truckee and local residents asked that several additional issues be addressed in the EIR, specifically:

- Radio tower security, including mechanisms to be used to ensure that there is no unauthorized use of the tower.
- Impacts associated with the change from the current California Technology Agency analog system to the proposed digital microwave system.
- Microwave exposure, electromagnetic radiation, and radiofrequency exposure, including long-term cumulative health effects.
- Proximity to Sierra College.

The purpose of this Hazardous Materials section is to evaluate the specific concerns noted above. This section includes a description of the environmental setting (existing conditions and regulatory setting), and evaluates possible health and safety impacts that could result from project implementation.

4.4.1 EXISTING CONDITIONS

Existing conditions with respect to radio tower security and proximity to schools are presented in Section 4.4.3. The following discussion provides background information necessary to understand potential effects associated with microwave communication systems. Principal data sources for the following discussion are DPS Telecom (2012), FCC (2012), RF Check (2012), State of California (2012), U.S. Department of Labor (2012), and Wikipedia (2012a), as well as personal communication with DGS, CHP, and PSCO staff.

Electromagnetic radiation consists of waves of electric and magnetic energy moving together (i.e., radiating) through space at the speed of light. Taken together, all forms of electromagnetic energy are referred to as the electromagnetic "spectrum." Radio waves and microwaves emitted by transmitting antennas are one form of electromagnetic energy. They are collectively referred to as "radiofrequency" or "RF" energy or radiation. Often the term "electromagnetic field" or "radiofrequency field" may be used to indicate the presence of electromagnetic or RF energy.

The RF waves emanating from an antenna are generated by the movement of electrical charges in the antenna. Electromagnetic waves can be characterized by a wavelength and a frequency. The wavelength is the distance covered by one complete cycle of the electromagnetic wave (expressed in metric units of length), while the frequency is the number of electromagnetic waves passing a given point in one second. The frequency of an RF signal is usually expressed in terms of a unit called the "hertz" (abbreviated "Hz"). One Hz equals one cycle per second. One megahertz ("MHz") equals one million cycles per second.

The RF part of the electromagnetic spectrum is generally defined as that part of the spectrum where electromagnetic waves have frequencies in the range of about 3 kilohertz (3 kHz) to 300 gigahertz (300 GHz). Microwaves are a specific category of radio waves that can be defined as radiofrequency energy where frequencies range from several hundred MHz to several GHz.

Microwave radio is used in broadcasting and telecommunication transmissions because, due to the short wavelengths, antennas can be smaller and highly directional, and are therefore more practical than antennas for longer wavelengths (lower frequencies). There is also more bandwidth in the microwave spectrum than in the rest of the radio spectrum. Microwave communication can take place in analog or digital formats. Analog microwave radio is an older technology that is subject to signal degradation that cannot be corrected. Digital microwave communication utilizes more advanced, more reliable technology, and allows correction of signal distortion. Because it has a higher bandwidth, it also allows transmission of more data using more verbose protocols.

"Ionization" is a process by which electrons are stripped from atoms and molecules. This process can produce molecular changes that can lead to damage in biological tissue, including effects on DNA, the genetic material. Ionization results from interaction with high levels of electromagnetic energy. Those types of electromagnetic radiation with enough energy to ionize biological material include X-rays and gamma rays. Microwaves do not contain sufficient energy to chemically change substances by ionization, and are thus an example of nonionizing radiation. The word "radiation" refers to energy radiating from a source and not to radioactivity.

Exposure to high levels of microwave radiation can result in severe and immediate injury resulting from dielectric heating induced in the body. Exposure to microwave radiation can produce cataracts by this mechanism, because the microwave heating denatures proteins in the crystalline lens of the eye. The lens and cornea of the eye are especially vulnerable because they contain no blood vessels that can carry away heat. Exposure to heavy doses of microwave radiation (as from a microwave oven that has been tampered with to allow operation even with the door open) can produce heat damage in other tissues, including serious burns.

Some studies have suggested that long-term exposure to microwave radiation may have a carcinogenic effect. However, it has not been shown conclusively that microwaves have significant adverse biological effects at low levels.

Regulatory Setting

The following apply to the regulatory setting for this project:

FEDERAL COMMUNICATIONS COMMISSION (FCC)

At the present time, there is no federally-mandated radio frequency (RF) exposure standard. However, pursuant to the Telecommunications Act of 1996 (47 USC 224), the FCC has established guidelines for dealing with RF exposure, as presented below. The exposure limits themselves are specified in 47 CFR 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by the FCC must either comply with these limits or else an applicant must file an Environmental Assessment (EA) with the FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

The FCC has established two sets of RF radiation exposure limits — "Occupational/ Controlled" and "General Population/Uncontrolled". The less restrictive Occupational/Controlled limit only applies when a person (worker) is exposed as a consequence of his or her employment and is "fully aware of the potential exposure and can exercise control over their exposure," otherwise the General Population limit applies. 47 CFR 1.1310.

The FCC exposure limits generally apply to all FCC-licensed facilities (47 CFR 1.1307(b)(1)). Unless exemptions apply, as a condition of obtaining a license to transmit, applicants must certify that they comply with FCC environmental rules, including those that are designed to prevent exposing persons above the FCC RF radiation limits (47 CFR 1.1307(b)).

Licensees at co-located sites (e.g., towers supporting multiple antennas, including antennas under separate ownerships) must take "actions necessary" to bring the accessible areas that exceed the FCC exposure limits into compliance. This is a shared responsibility of all licensees whose transmission power density levels account for 5 percent or more of the applicable FCC exposure limits (47CFR 1.1307(b)(3)).

Failure to comply with the FCC rules regarding human exposure limits can subject a licensee to fines, loss of license and denial of license renewals (47 CFR 1.80).

> **47 CFR 1.1310 - RADIOFREQUENCY RADIATION EXPOSURE LIMITS.**
> §1.1310
> Radiofrequency radiation exposure limits.
> The criteria listed in table 1 shall be used to evaluate the environmental impact of human exposure to radiofrequency (RF) radiation as specified in §1.1307(b), except in the case of portable devices which shall be evaluated according to the provisions of §2.1093 of this chapter. Further information on evaluating compliance with these limits can be found in the

FCC's OST/OET Bulletin Number 65, "Evaluating Compliance with FCC-Specified Guidelines for Human Exposure to Radiofrequency Radiation."

Note to Introductory Paragraph: These limits are generally based on recommended exposure guidelines published by the National Council on Radiation Protection and Measurements (NCRP) in "Biological Effects and Exposure Criteria for Radiofrequency Electromagnetic Fields," NCRP Report No. 86, Sections 17.4 .1, 17.4.1.1, 17.4.2 and 17.4.3. Copyright NCRP, 1986, Bethesda, Maryland 20814. In the frequency range from 100 MHz to 1500 MHz, exposure limits for field strength and power density are also generally based on guidelines recommended by the American National Standards Institute (ANSI) in Section 4.1 of "IEEE Standard for Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz," ANSI/IEEE C95.1-1992, Copyright 1992 by the Institute of Electrical and Electronics Engineers, Inc., New York, New York 10017.

Table 1—Limits for Maximum Permissible Exposure (MPE)

Frequency range (MHz)	Electric field strength (V/m)	Magnetic field strength (A/m)	Power density (mW/cm2)	Averaging time (minutes)
(A) Limits for Occupational/Controlled Exposures				
0.3-3.0	614	1.63	*(100)	6
3.0-30	1842/f	4.89/f	*(900/f2)	6
30-300	61.4	0.163	1.0	6
300-1500			f/300	6
1500-100,000			5	6
(B) Limits for General Population/Uncontrolled Exposure				
0.3-1.34	614	1.63	*(100)	30
1.34-30	824/f	2.19/f	*(180/f2)	30
30-300	27.5	0.073	0.2	30
300-1500			f/1500	30
1500-100,000			1.0	30
f = frequency in MHz				
* = Plane-wave equivalent power density				
Note 1 to Table 1: *Occupational/controlled limits apply in situations in which persons are exposed as a consequence of their employment provided those persons are fully aware of the potential for exposure and can exercise control over their exposure. Limits for occupational/controlled exposure also apply in situations when an individual is transient through a location where occupational/controlled limits apply provided he or she is made aware of the potential for exposure.*				
Note 2 to Table 1: *General population/uncontrolled exposures apply in situations in which the general public may be exposed, or in which persons that are exposed as a consequence of their employment may not be fully aware of the potential for exposure or can not exercise control over their exposure.*				

OSHA (federal)

The United States Department of Labor, Occupational Safety and Health Administration (OSHA) has no specific standards for radiofrequency and microwave radiation issues (http://www.osha.gov/SLTC/radiofrequencyradiation/). However, OSHA requires that employers provide a workplace free of recognized hazards that may cause serious

harm (OSHA General Duty Clause) (29 U.S.C. 654, §5(a)(1)). RF radiation exposure in excess of the FCC limits may be considered as a recognized hazard.

CAL/OSHA

The State of California, under an agreement with OSHA, operates an occupational safety and health program in accordance with Section 18 of the Occupational Safety and Health Act of 1970. The Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. Cal/OSHA has established maximum permissible RF radiation exposure limits for workers [Title 8, §5085 (b)], and requires warning signs where RF radiation may exceed the specified limits [Title 8, §5085 (c)], as presented below:

§5085. Radiofrequency and Microwave Radiation.

(b) Exposure Limits. Employees shall not be exposed to RF energy from continuous wave or repetitively pulsed sources exceeding any of the following limits as averaged over any possible six minute (0.1 hour) period.

(1) Continuous exposure to an average maximum power density of 10 mW/cm^2 (milliwatts per square centimeter) or the equivalent free space average electric and magnetic field strengths of 200 V/M (volts per meter) rms and 0.5 A/M (amperes per meter) rms respectively.

(2) Exposure to interrupted or modulated RF energy shall not exceed:

(A) An average maximum energy density of 1 mW hr/cm^2 (milliwatt-hour per square centimeter);

(B) A mean squared electric field strength of $4x10^4$ $(V/M)^2$ (volts squared per meter squared);

(C) A mean squared magnetic field strength of 0.25 $(A/M)^2$ (amperes squared per meter squared).

These energy densities and field strengths are approximately equivalent to a far field power density of 10 mW/cm^2.

(c) Information and Warning Signs. In areas where employee exposure may exceed the limits specified in part (b) of this section, employers shall provide warning signs containing the following information in the following manner:

(1) Warning signs of RF radiation hazards, as described in ANSI C95.2-1966 "Radiofrequency Radiation Hazard Warning Symbol," containing the necessary information and description of required protective actions.

(2) Signs shall be posted at all entrances to accessible areas containing RF radiation levels in excess of the exposure limits described in part (b).

(3) Warning signs shall be legible at a distance of ten (10) meters.

4.4.2 THRESHOLDS OF SIGNIFICANCE

To the extent possible, thresholds for determining the significance of an impact are drawn from existing environmental standards, such as existing statutes or regulations. In the absence of such standards, the Lead Agency may define a quantitative or qualitative standard, or set of criteria, from which the significance of a given environmental effect may be determined.

For electromagnetic radiation exposure, including microwave and radiofrequency exposure, the CAL/OSHA and FCC standards are considered as the threshold of significance (if the two standards differ, the more restrictive is considered the threshold of significance). For evaluating the exposure of schools to hazardous materials or emissions, the threshold of significance is defined as a ¼-mile separation, as presented in the environmental checklist form in Appendix G of the State CEQA Guidelines (Cal. Code Regs., Title 14, §15000 et seq.). There is no designated standard available addressing tower and vault security. Therefore, for the purposes of this EIR, the tower is considered secure if it is not routinely available to public access, is enclosed by a fence at least six feet high, the number of access points is limited, and security lighting is provided at the entrances to buildings.

4.4.3 ENVIRONMENTAL IMPACTS

4.4-1 Create a Significant Hazard through the Routine Transport, Use or Disposal of Hazardous Materials

The Town of Truckee and local residents have requested that potential effects due to electromagnetic radiation, including microwave and radiofrequency exposure, be addressed in this section of the EIR, along with potential effects associated with the proposed change from the current analog microwave system to the proposed digital microwave system.

The proposed change from an analog to a digital system would improve signal transmission in that signal distortion can be corrected and more data can be transmitted more quickly. In conjunction with the conversion, the signal strength would be increased. The increase in signal strength would not result in significant effects, as further discussed below.

Directional antennas, such as the proposed microwave dishes, project energy in only one direction. The proposed microwave dishes would have their energy focused in a single beam that is only one degree of arc wide. This beam would be focused on other microwave dishes in the transmission path. The antennas would be placed high on the tower to avoid obstructions, which also precludes human exposure. Minimal energy would reach ground level.

The existing microwave transmitter at Truckee has an effective radiated power of +58 dBm[2], is mounted at a centerline elevation of 30 feet above the ground surface, and is

[2] dBm (sometimes dBmW) is an abbreviation for the power ratio in decibels (dB) of the measured power referenced to one milliwatt (mW). It is used in radio, microwave and fiber optic networks as a convenient measure of absolute power. For comparison, the typical transmission power of an FM radio station with a 31-mile (50km) range is 80 dBm, typical leakage from a microwave oven is 30 dBm, typical cell phone transmission power is 27 dBm, and the typical wireless LAN transmission power in laptops is 15 dBm. (Wikipedia, 2012b)

"Effective radiated power" consists of transmitter output minus feedline losses plus antenna gain. The actual "power output" of the proposed microwave transmitters is +31 dBm, the antennas have about 42 dBm of gain, and there is about 3 dBm of loss in the feedlines, connectors, etc., for an "effective radiated power" of +70 dBm.

aimed at Donner Summit. This transmitter would be removed upon completion of construction. The three new microwave transmitters to be mounted on the proposed tower would have the following characteristics:

Communications Link	Orientation (degrees)	Height on Tower (feet)	Effective Radiated Power (dBm)
Donner Summit	268.3	70	+70
Mt. Rose	90.2	110	+70
Brockway Summit	119.9	110	+70

Although the transmission power level would increase, the "radiation" on the ground would be lower, because the beam width of the new antennas would be sharper and the antennas would be mounted much higher than the existing antenna. Therefore, the potential for increased exposure of humans to increased RF energy resulting from directional antennas on the proposed tower is less than significant.

Omni-directional antennas, such as those used to communicate between dispatch and patrol cars, project energy in all directions. These antennas do result in exposure of humans to RF energy. Similar energy sources include televisions, radios, cell phones, and wireless internet signals. There are currently nine such antennas at the CHP Area Office. Twelve antennas would be installed on the new tower, although not all of them would be activated at the outset. The power requirements of the existing and proposed antennas would be the same; therefore, the overall power output from these antennas would increase by no more than 33 percent with implementation of the proposed project. The actual increase in RF exposure would be less as the antennas would be aimed in different directions. In any case, all transmitters on the proposed tower would require a license from the FCC (assuming they are within a frequency range administered by the FCC, which is the case with all CHP transmitters). To obtain a license, the equipment must be in compliance with all applicable FCC rules and regulations, including cumulative exposure requirements. Compliance with these rules and regulations would limit the potential for human exposure to increased RF energy to a less-than-significant level.

4.4-2 Create a Significant Hazard through Reasonably Foreseeable Upset or Accident Conditions Involving Hazardous Materials

The Town of Truckee requested that radio tower security be addressed in this section of the EIR. Tower security will be ensured through several measures. First, the tower will be located within a fenced compound. Existing fencing around the Area Office consists of a six-foot-tall, chain-link fence topped with three strands of outwardly projecting barbed wire. Access to the compound is limited to a locked gate at the southern end of the parcel, a locked gate adjacent to the modular units, a remote-controlled gate at the main driveway entrance, and by passing through the Area Office buildings. Secondly, a locked hatch will be installed on the tower ladder to limit access to authorized personnel. Additionally, CHP patrol cars routinely enter and exit through the main gate; officers would have an excellent view of the tower and would be expected to readily

notice any signs of unauthorized access to the tower. Further, the Area Office is staffed 24 hours a day, seven days a week, which serves as a deterrent to illegal activity and increases the ability of the CHP to detect unauthorized tower access.

Even if unauthorized individuals were to access the tower, there is minimal potential for such access to result in a significant hazard to the public. In the worst-case situation, communications would be disrupted during an emergency situation; however, the risk of this is less with the proposed tower, which would have redundant communication links, than with the current communications system that has only a single link to the outside world. Therefore, this impact is less than significant.

4.4-3 Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials within ¼-Mile of an Existing or Proposed School

The Town of Truckee requested that the proximity of the tower to Sierra College be addressed in this section of the EIR. Under the initial proposal in which the tower would have been constructed on the ±0.09-acre parcel south of the Area Office parcel, the college access road and about 15 parking spaces would have been within ¼-mile of the tower. Under the current proposal, the tower location has been moved to the north. About 1,000 feet of driveway (College Trail) would be within a ¼-mile radius of the tower site, and no buildings or parking spaces would be within this radius. The potential for hazardous emissions or materials to affect students and employees of Sierra College is less than significant.

4.4.4 MITIGATION MEASURES

No mitigation is necessary for the following less-than-significant impacts:

4.4-1 Create a Significant Hazard through the Routine Transport, Use or Disposal of Hazardous Materials

4.4-2 Create a Significant Hazard through Reasonably Foreseeable Upset or Accident Conditions Involving Hazardous Materials

4.4-3 Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials within ¼-Mile of an Existing or Proposed School

4.2.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Potential impacts associated with the above concerns are less than significant even without the implementation of mitigation measures.

5. ADDITIONAL CEQA-MANDATED IMPACTS ANALYSES

5.1 CUMULATIVE IMPACTS

This EIR provides an analysis of cumulative impacts of the proposed project, as required by State CEQA Guidelines §15130. Cumulative impacts are defined in State CEQA Guidelines §15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (State CEQA Guidelines §15355[b]).

Consistent with State CEQA Guidelines §15130(a), the discussion of cumulative impacts in this EIR focuses on significant or potentially significant cumulative impacts. State CEQA Guidelines §15130(b) provides, in part:

> *"The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness."*

The cumulative impact analysis in this EIR is based on "(a) list of past, present, and reasonably anticipated future projects producing related or cumulative impacts" (State CEQA Guidelines §15130[b][1][A]). A list of projects potentially producing cumulative impacts was developed based on discussions with Town of Truckee and Department of General Services staff.

Town staff noted that a vacant ±1.6-acre parcel immediately northeast of the CHP Truckee Area Office could reasonably be expected to be developed with retail/commercial uses within the next five to ten years, but that other anticipated development in the Town would be several miles away. DGS staff noted that the proposed Truckee Area Office communication facilities replacement project is part of the California Highway Patrol Enhanced Radio System (CHPERS) project. The CHPERS project is designed to improve the CHP's deteriorating radio communications infrastructure and enhance radio operability and interoperability. Among other improvements, the statewide project will result in replacement of communications equipment in 447 locations, including: 272 remote radio vault sites, 103 Area Offices, 18 communications centers (CCs), 7 dedicated CCs, 17 inspection facilities, and 30 platform scales. Additionally, as a separate and independent project, the CHP Truckee Area Office may be replaced (necessitated by structural defects in the current building). Although building replacement has not been scheduled or funded by the State, it could reasonably occur within the next five to ten years. Finally, it is possible that additional communications equipment could be installed on the proposed tower as part of a future activity or project.

The potential for cumulatively significant impacts resulting from the above projects in conjunction with the proposed project is evaluated below by subject area.

Aesthetics

Visual quality in the immediate project area could be affected by development of the adjoining commercial parcels, replacement of the existing Area Office building, and addition of antennas to the proposed tower. Development of the adjacent commercial parcels is expected to have a minimal contribution to aesthetic degradation of the local area because all development would be required to be consistent with the Town of Truckee's development guidelines, which contain standards to protect and enhance visual quality. Replacement of the Area Office may have a positive contribution to local visual quality in that the existing portable buildings (which do not fit with the design or color scheme of the Area Office) and outdoor storage units would be removed; the replacement structure would presumably be more aesthetically pleasing. Placement of additional equipment on the proposed tower in the future could make it more visually prominent and further interfere with scenic vistas from elsewhere in the community. The adverse aesthetic impacts of the proposed communication facilities are considered significant, adverse, and unavoidable; with the cumulative impacts of other projects, aesthetic impacts will remain significant, adverse, and unavoidable.

Cultural Resources

Cultural resources could be potentially present at some of the cumulative project sites. However, a project's impacts with respect to cultural resources are, generally, site specific and neither affect or are affected by other development in the region. Mitigation would be provided on a project-by-project basis by examining individual circumstances, in accordance with local requirements. Recognizing the necessary environmental review for the cumulative projects, cumulative impacts on cultural resources would be less than significant.

Hazardous Materials

It is anticipated that additional communications equipment could be located on the proposed tower in the future. This could result in increased radiofrequency and microwave emissions. However, the cumulative emissions from multiple antennas must be addressed under current Federal Communications Commission regulations (47CFR 1.1307(b)(3)) which state:

> *In general, when the guidelines specified in §1.1310 are exceeded in an accessible area due to the emissions from multiple fixed transmitters, actions necessary to bring the area into compliance are the shared responsibility of all licensees whose transmitters produce, at the area in question, power density levels that exceed 5% of the power density exposure limit applicable to their particular transmitter or field strength levels that, when squared, exceed 5% of the square of the electric or magnetic field strength limit applicable to their particular transmitter. Owners of transmitter sites are expected to allow applicants and licensees to take reasonable steps to comply with the requirements contained in §1.1307(b) and, where feasible, should encourage co-location of transmitters and common solutions for controlling access to areas where the RF exposure limits contained in §1.1310 might be exceeded.*

Accordingly, compliance with existing regulations will ensure that the cumulative radiofrequency contributions of multiple antennas will not exceed designated safety thresholds.

As noted above, the proposed Truckee Area Office communication facilities replacement project is part of the overall CHPERS project. The only other proposed local component of the statewide CHPERS project is replacement of a microwave dish at the Donner Beacon. Neither the proposed dish replacement nor the future Truckee Area Office replacement would result in any change in radiofrequency or microwave emissions.

5.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA §21100(b)(2) provides that an EIR shall include a detailed statement setting forth "[i]n a separate section .... [a]ny significant effect on the environment that cannot be avoided if the project is implemented." Accordingly, this section provides a summary of significant environmental impacts of the proposed project that cannot be mitigated to less-than-significant levels.

Even with implementation of mitigation measures MM 2.1 and MM 2.2, the aesthetic impacts of the proposed project would be significant and unavoidable. Therefore, if the project is to be implemented, as part of the approval process CHP must prepare and adopt a Statement of Overriding Considerations documenting how the overriding benefits of the project would outweigh its unavoidable adverse environmental effects.

5.3 GROWTH-INDUCING IMPACTS

CEQA §21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an EIR. State CEQA Guidelines §15126.2(d) states that a proposed project is growth-inducing if it could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in the definition are projects that would remove obstacles to population growth. Examples of growth-inducing actions include developing water, wastewater, or other types of services in previously un-served areas, extending transportation routes into previously undeveloped areas, and establishing major new employment opportunities.

The proposed project would not foster significant economic growth. Since the project involves only the construction of new communication facilities requiring only a few months for construction, it would generate only limited short-term additional employment opportunities. No long-term employment opportunities would be created by the proposed project.

The proposed project would not foster population growth in the surrounding area, because it would not remove barriers to population growth in the project vicinity. The extension of project utilities would be limited to the project site only. Since the project would neither substantially foster growth nor remove obstacles to growth, the project would not be growth-inducing.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA §21100 (b)(2)(B) provides that an EIR shall include a detailed statement setting forth "[i]n a separate section ... [a]ny significant effect on the environment that would be irreversible if the project is implemented."

Implementation of the proposed project is, practically speaking, an irreversible environmental change in that the tower and vault would be expected to remain in place for decades. Effects associated with project implementation, such as the change in the visual quality of the area, would be essentially irreversible.

Use of nonrenewable resources such as fuels and metals would also occur as a result of project implementation. Given the scale of the proposed project, short-term construction energy and natural resource consumption would be very minor, and is considered a less-than-significant impact.

Long-term consumption of resources would likewise be very minimal. Although it is possible that additional radio communications could consume nonrenewable energy, this potential effect is less than significant and may be offset by improved energy efficiencies of equipment over time.

6.1 INTRODUCTION

State CEQA Guidelines §15126.6(a) requires that an EIR "...describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." State CEQA Guidelines §15126.6(f) specifies that the range of alternatives is governed by the "rule of reason," requiring evaluation of only those alternatives "necessary to permit a reasoned choice." Further, an EIR "...need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (State CEQA Guidelines §15126.6(f)(3))."

State CEQA Guidelines §15126.6(e) requires that, among other alternatives, a "no-project" alternative be evaluated in comparison to the proposed project. The no-project analysis must "discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with the available infrastructure and community services."

Alternatives are used to determine whether or not a variation of the proposed project would reduce, or eliminate, significant project impacts, within the basic framework of the objectives. Significant impacts of the Truckee Communication Facilities Replacement Project are limited to aesthetics and, possibly, subsurface cultural resources. No indications were identified during the cultural resources study suggesting that the proposed site has a higher potential to contain subsurface cultural materials than other sites in the general area. Selection of alternative sites would not serve to reduce the potential to encounter previously unidentified subsurface cultural resources. Therefore, the objective of this alternatives analysis is to identify and evaluate alternatives to the proposed project that could reduce aesthetic impacts while still meeting the basic objectives of the project.

6.2 ALTERNATIVES

The proposed communications tower must be in close proximity to the Truckee Area Office dispatch center, because radio signal strength rapidly diminishes over long runs of coaxial cable between the tower and dispatch center. Accordingly, a ±0.09-acre parcel located immediately south of the CHP Truckee Area Office parcel was originally identified by the CHP as the proposed communications tower site. This site was strongly opposed by the Town of Truckee because of its visually sensitive location at the intersection of Interstate 80 and Highway 89, which is the primary access into the Town.

In response to comments by the local residents and the Town of Truckee, an extended alternatives analysis was completed as part of the environmental review process. The

following seven alternative sites were identified in public/agency responses to the Notice of Preparation. Detailed evaluation of these alternatives is presented below.

- Locate the proposed tower on the Truckee Area Office parcel, behind the existing building
- Locate the proposed tower on the ±1.6-acre commercial site northeast of the Truckee Area Office
- Construct the proposed tower on top of the new CHP Truckee Area Office building
- Relocate the Truckee CHP Area Office and proposed tower and vault to the Truckee Agricultural Inspection Station
- Relocate the Truckee CHP Area Office and proposed tower and vault near the Intersection of I-80, SR 89 North and Highway 267
- Relocate the Truckee CHP Area Office and proposed tower and vault to the Truckee Tahoe Airport
- Locate and operate the tower as a remote base station

DGS staff also conducted a broad search for alternative sites, and identified 15 sites, (including one of the sites noted by Town staff and local residents). Screening-level analysis resulted in elimination of 14 of these additional sites. The search criteria and results are described below, along with the rationale for eliminating these alternatives from further consideration.

- A search was conducted for privately owned, commercial sites in the Truckee area with a lot size between 3 and 5 acres (the preferred size for a parcel supporting the new communication facilities and a relocated Area Office). Two parcels were identified: a ±4.66-acre parcel at 10986 Laurelwood Drive and a ±3.4-acre parcel at 13001 Ritz Carlton Highlands Court. The Laurelwood Drive parcel is zoned as Commercial/Other, but is located in the middle of a residential neighborhood and is approximately a six-minute drive from I-80. The other parcel has the same zoning and is located at the entrance to the Ritz Carlton, approximately 18 minutes away from I-80. Although these parcels are of sufficient size to support a new Area Office and communications facility, both were dismissed from further consideration because of their poor freeway access; excellent highway access is needed to provide adequate emergency response times by the CHP.
- A search was conducted for State-owned surplus properties, including Caltrans surplus properties. A total of nine parcels were identified, but none were located in the Truckee area (the surplus parcels are in Fresno, Hayward, San Benito County, Atascadero, Salinas, and San Diego). These parcels were dismissed from further consideration due to their extreme distance from the project service area.

- A search was conducted for other State/Government-owned properties in the Truckee area. The following four State/Government-owned properties were identified:
    - A site located on Kieser Avenue and currently occupied by Caltrans. This site is fully utilized, has no room to support a CHP Area Office and communications facility, and was therefore dismissed from further consideration.
    - A site on Donner Pass Road owned by State Parks. State Parks staff were contacted to see if there were any areas available on the site for a CHP Area Office and communications facility. The Planning Division Chief responded in writing stating, "….Any recommendations for CHP facilities within the Park would be clearly inconsistent with the Park's General Plan and therefore not permissible". This alternative was subsequently dismissed from further consideration.
    - A site on State Highway 89 owned by the Sierra Community College District. District staff was contacted, and responded with an email stating, "This property is not available for a California Highway Patrol Facility." This alternative was subsequently dismissed from further consideration.
    - A site on I-80 owned by the California Department of Food and Agriculture. This site consists of two parcels, just over 20 acres each; approximately half of each parcel is being utilized for the Agricultural Inspection Station. It is possible that the CHP Area Office and communications facility could be located on either of these parcels. Relocation of the Area Office to this site could significantly reduce emergency response times by the CHP. Although this location is opposed by the CHP Area Commander due to its less-central location, it is nonetheless identified as potentially feasible and subjected to further evaluation as described below.

During the course of the alternatives evaluation, DGS and CHP concluded that one of the alternatives recommended by the Town of Truckee (locate the proposed tower on the Truckee Area Office parcel, behind the existing building) met all of the basic project objectives and would reduce the visual impacts of the project. This site was thus addressed in this EIR as the proposed project. Because construction of the tower on the ±0.09-acre parcel south of the Area Office would still meet all of the basic objectives of the proposed project, it has been relegated to alternatives status, and is considered in detail below. The "No Project" alternative is also addressed, as required by CEQA.

6.2.1 ALTERNATIVE 1: NO PROJECT

Alternative 1 assumes that existing conditions at the project site, including use of existing facilities, are continued. The two existing towers would remain and no communication facility upgrades would occur.

Impact Analysis

There would be no change to aesthetics under Alternative 1. The existing 92-foot steel lattice tower and the 55-foot wood monopole would remain in place, and associated electronics equipment would continue to be housed inside CHP's existing Truckee Area Office building. Aesthetic impacts of this alternative would be less than those of the proposed project because the existing tower and monopole are shorter and narrower than the proposed tower, and support fewer antennas than would the proposed tower.

Ability to Meet Project Objectives

The "No Project" alternative would not meet the basic objectives of the CHP Enhanced Radio System project in that it:

- Would not separate local and emergency frequencies for enhanced communication.
- Would not reduce frequency congestion or radio interference, nor would it improve existing radio coverage.
- Would not improve communications between CHP, local police departments, County Sheriff's Department, fire departments, and other local agencies.
- Would not implement a new frequency plan to offer full duplexing and auto-repeat capabilities.
- Would not improve audio quality and digital signaling capability.
- Would not allow officers greater portable radio communication ability, nor would it improve communication for officers inside buildings.
- Would continue to require dispatchers to relay radio communications.
- Would not meet Federal (FCC) mandates for narrow-banding.
- Would not meet current State of California Building Code (CBC) Title 24 Essential Services Standards.
- Would not increase the capability for additional channels to be added in the future as new technologies become available.

Analysis Summary for Alternative 1

The No Project alternative would avoid the aesthetic impacts of the proposed project; however, it would not achieve the basic objectives of CHPERS program. Programmatic needs, particularly with respect to safe, efficient, and high quality operations and facilities would not be met. Although this alternative would be superior to the proposed project with respect to aesthetics, it would be unacceptable with respect to other considerations such as public safety, service, and security.

6.2.2 ALTERNATIVE 2: LOCATE THE PROPOSED TOWER ON THE ±0.09-ACRE SITE SOUTH OF THE TRUCKEE AREA OFFICE

Alternative 2 assumes that the proposed tower would be located on the ±0.09-acre parcel south of the Area Office (APN 18-621-05). The proposed equipment vault would also be constructed on the parcel, or could be located on an adjoining portion of the Area Office parcel. The ±0.09-acre parcel is currently vacant, available for acquisition, and is sufficiently close to the dispatch center to maintain radio signal strength. On-site analysis by Public Safety Communications Office (PSCO) staff confirmed that a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Pass communications facilities.

Impact Analysis

If a 120-foot-tall communications tower were constructed on this parcel, the tower would be on the edge of the Highway 89 right-of-way and would be highly visible from both Highway 89 and I-80. The subject site is approximately six feet higher in elevation than Highway 89, which would increase the perceived height of the tower. The tower would be the dominant visual feature at this intersection, which is the principal gateway to the Town of Truckee. Construction of the tower at this site would have a greater aesthetic impact than would construction of the tower at the currently proposed location in the northeastern corner of the Area Office parcel, which is approximately 400 feet further from the Highway 89/I-80 intersection.

Conclusions

Construction of the communications tower on this parcel would fully meet the objectives of the proposed project. However, the alternative would result in greater aesthetic impacts than the proposed tower location. Although this location was originally preferred by CHP, in response to comments from local residents and the Town of Truckee, CHP is now proposing to construct the tower in a more visually sheltered location on its ±1.63-acre Area Office parcel. Nonetheless, CHP plans to acquire the ±0.09-acre parcel to offset the loss of yard space resulting from location of the tower at the currently proposed site.

6.2.3 ALTERNATIVE 3: LOCATE THE PROPOSED TOWER ON THE ±1.6-ACRE SITE NORTHEAST OF THE TRUCKEE AREA OFFICE

Alternative 3 assumes that the proposed tower and vault would be located on a ±1.6-acre site currently owned by Capitol Avenue Development and Investments. The site consists of four parcels (APNs 18-621-01, -02, -04, and -10) northeast of the Area Office parcel. The Area Office parcel and alternative site share a common boundary approximately 140 feet long. The ±1.6-acre alternative site is currently vacant, available for acquisition, and is sufficiently close to the dispatch center to maintain radio signal strength. PSCO specialists conducted a detailed review of the alternative site in August 2012 and determined that a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Beacon communications facilities.

Impact Analysis
PSCO specialists determined that the preferred tower location on this alternative site would be in its southwestern corner. However, this location is very close to power lines, which could interfere with signal transmission and antenna positioning. This location would also be in close proximity to existing residences, which would increase aesthetic impacts. If the tower were sited further to the east, it would be farther from the dispatch center, which would contribute to a loss of radio signal strength. The tower could be situated further north to minimize conflicts with the power line and residences while maintaining a reasonable proximity to the dispatch center, but this location offers no advantages over the current proposal and would require more extensive earthwork and removal of several mature trees.

Conclusions
Construction of the communications tower on this site could fully meet the objectives of the proposed project. However, construction of the tower on the alternative site would not further minimize the visual impacts of the tower as compared with the proposed location and would have minor additional impacts (tree removal and more grading). Because there is no environmental advantage to the alternative site, the Area Office location is preferred because it is currently owned by the State.

6.2.4 ALTERNATIVE 4: RELOCATE THE TRUCKEE CHP AREA OFFICE AND PROPOSED TOWER AND VAULT TO THE TRUCKEE AGRICULTURAL INSPECTION STATION

This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated to the Truckee Agricultural Inspection Station located at 125750 Interstate 80. On-site analysis was conducted by PSCO staff to determine if a 120-foot-tall tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Beacon communications facilities. The technical evaluation concluded that a radio tower in this location would not have the necessary line-of-sight connection to Donner Beacon. Figure 6.1 contains a photograph taken at the Agricultural Inspection Station 100 feet above the ground surface and directed at the Donner Beacon; as shown on the photograph, line-of-sight to Donner Beacon is blocked by an intervening ridge.

Figure 6.1. Ridgeline Blocking Line-of-Sight between the Agricultural Inspection Station and Donner Beacon (photo taken from 100' above ground surface)

Impact Analysis

This alternative would reduce aesthetic impacts because the tower would be constructed in an area less visually sensitive than the main entrance to the Town of Truckee. However, technical analysis by PSCO staff has shown that construction of the communications tower at the Agricultural Inspection Station site would not meet the basic objectives of the proposed project in that it would not provide the vital redundant link to the outside communications network (i.e., connections to both Mt. Rose and the Donner Beacon). Further, the CHP Area Office commander has determined that relocating the Area Office to this site would result in an unacceptable reduction in emergency response times.

Conclusions

Although this alternative would reduce aesthetic impacts, it would not meet the basic objectives of the project and could result in significant, unavoidable impacts with respect to human health and safety, in that CHP emergency response times would be increased.

6.2.5 ALTERNATIVE 5: CONSTRUCT THE PROPOSED TOWER ON TOP OF THE NEW CHP TRUCKEE AREA OFFICE BUILDING

Under Alternative 5, the proposed communications tower would be constructed on top of a new CHP Truckee Area Office building, concurrently with construction of the new building. A communications tower at this location would have the required line-of-sight connection with both the Mt. Rose and Donner Beacon communications facilities, and would meet all other physical/technical objectives of the proposed project. However, it would be infeasible to construct the tower on a new building as the weight of the tower would far exceed the weight-bearing capacity of a new Area Office building. Furthermore, the building replacement project has not been approved by the State legislature, is not a funded activity, and is a separate and independent project. Even if building replacement were to be funded in the 2013-2014 Budget Year, this alternative would delay tower construction for two to three years or longer.

Impact Analysis

Although no design information is available for this alternative, it is presumed that vehicle access would be provided around the perimeter of the building. This would place the tower at least minimally closer to existing residents, Highway 89, and Interstate 80. Accordingly, visual impacts of a tower at this location may be minimally greater than at the proposed location in the extreme northwest corner of the Area Office parcel. The potential for adverse effect to subsurface cultural resources and for exposure to radiofrequency emissions would be essentially the same at this location as compared to the proposed tower site.

Conclusions

Construction of the communications tower on a new Area Office building could fully meet the objectives of the proposed project, but would not minimize the impacts of the tower as compared with the proposed location. However, this alternative is infeasible as the building could not support a tower meeting the State's essential service standards. In any case, implementation of this alternative would be dependent on action (funding) by the State legislature, and would result in unknown but potentially significant delays in construction. Pursuant to §15126.6(f)(3) of the State CEQA Guidelines, implementation of this alternative is considered "remote and speculative'" and need not be considered further.

6.2.6 ALTERNATIVE 6: RELOCATE THE TRUCKEE CHP AREA OFFICE AND PROPOSED TOWER AND VAULT NEAR THE INTERSECTION OF INTERSTATE 80, STATE ROUTE 89 NORTH AND HIGHWAY 267

This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated near the intersection of Interstate 80, State Route 89 North, and the Highway 267 Bypass, near the Truckee-Donner Recreation and Park District and U.S. Forest Service office.

Impact Analysis
No specific location or design information is available for this alternative. However, the intersection is one of the principal aircraft departure paths of the Truckee Tahoe Airport (Truckee Tahoe Airport, n.d.). All lands in the vicinity of the intersection are inside the Truckee Tahoe Airport Influence Area Boundary (Foothill Airport Land Use Commission, 2004). As shown on the Compatibility Map of the Airport Land Use Compatibility Plan, most lands in the vicinity of this intersection and southeast of I-80 are in Compatibility Zones B1 and C, while lands to the northwest of I-80 are in Compatibility Zone D, with some of these lands being in a Height Review Overlay Zone. Zones B1 and C are considered "high" and "moderate" risk zones, respectively, and object heights are restricted to as little as 50 feet. Zone D has a low risk level, but object height limits are generally 100 feet above the runway elevation. Height Review Overlay Zones have been designated where the ground is within 35 feet of the "FAR Part 77 Surface" or the ground level exceeds 6300 feet; the key concerns in the overlay zones are tall single objects, such as antennas.

Given the above height restrictions, the proposed tower could not be constructed in Zones B1 or C. Although a 120-foot tower could potentially be constructed in Zone D, review of topographic mapping (U.S. Geologic Survey, 1992) shows that there are no lands near the subject intersection where a 120-foot-tall tower could be constructed and still be no more than 100 feet above the elevation of the runway.

Conclusions
Construction of the proposed tower near the subject intersection would not be compatible with existing height restrictions and would be considered a significant safety hazard. The impacts of tower construction at this alternative location outweigh the possible benefits it may confer.

6.2.7 ALTERNATIVE 7: RELOCATE THE TRUCKEE CHP AREA OFFICE AND PROPOSED TOWER AND VAULT TO THE TRUCKEE TAHOE AIRPORT

This alternative assumes that the proposed tower and vault as well as the current CHP Truckee Area Office would be relocated to the Truckee Tahoe Airport.

Impact Analysis
No specific location or design information is available for this alternative. The tower would have to be constructed on lands assigned to Compatibility Zone D (refer to the above alternative for a discussion of airport compatibility zones). However, review of topographic mapping (U.S. Geologic Survey, 1992) shows that there are no lands near the airport where a 120-foot-tall tower could be constructed and still be no more than 100 feet above the elevation of the runway.

Conclusions
Construction of the proposed tower near the Truckee Tahoe Airport would not be compatible with existing height restrictions and would be considered a significant safety

hazard. The impacts of tower construction at this alternative location outweigh the possible benefits it may confer.

6.2.8 ALTERNATIVE 8: LOCATE AND OPERATE THE TOWER AS A REMOTE BASE STATION

This alternative assumes that the proposed tower and vault would operate as a remote base station, while the CHP Truckee Area Office would remain at its current location, with communications provided through the remote base station.

In general terms, a base station is any piece of fixed radio equipment that allows radio frequency (RF) communications between end users. In the CHP Lowband Radio System, there are two typical base station configurations: local and remote. Local base stations are generally used at area offices. A local base station is comprised of a transceiver (a single transmitter and receiver unit), two auxiliary receivers, a transmit/receive (T/R) relay, filtering equipment (intermodulation panel, etc.), and an antenna system. A local base station is connected to the area office's desktop console and not to a communications center's dispatch console. The local base station is used by an area office to communicate car-to-car (transmit and receive using the "C" channel) on the office's primary and Blue (BLU) frequencies and to listen to the primary "S" channel.

Remote base stations are generally located at remote sites, such as mountaintops. A remote base station is comprised of a transceiver (a single transmitter and receiver unit), one auxiliary receiver, a T/R relay, filtering equipment (intermodulation panel, etc.), batteries and charger, and an antenna system. Remote base stations normally require more extensive filtering equipment and cavities than local base stations due to increased frequency interference problems caused by multiple users at remote sites. A remote base station is connected to a communications center's dispatch console. Remote base stations are used by dispatch to communicate to vehicles on the primary and BLU frequencies. The "C" channel is used to transmit to the vehicles and the "S" channel is used to listen to vehicles.

A remote base station controlled by the Truckee Area Office dispatch center could potentially be used as an alternative to the current project proposal. Under this scenario, a 120-foot tower would be constructed (presumably on a peak or ridgeline with direct line-of-sight to the Truckee Area Office). A second tower would be constructed at the Area Office.

Impact Analysis

This alternative would reduce aesthetic impacts in the vicinity of the Truckee Area Office because the tower would be shorter and have fewer microwave dishes and antennas. However, it would still be a substantial tower as needed to meet Essential Service standards. Additionally, new aesthetic impacts would be generated by construction of the 120-foot-tall remote base station tower; the magnitude of these impacts cannot be determined, but may be significant.

This alternative would not meet the basic objectives of the proposed project in that it would not provide the vital redundant link to the outside communications network (i.e., connections to two outside radio links). Local and regional communication would be entirely dependent on the single link between the Truckee Area Office and the new remote base station.

Conclusions
Although this alternative would reduce aesthetic impacts in the vicinity of the Truckee Area Office, it would increase aesthetic impacts elsewhere, depending on the selected location for the remote base station. More importantly, this alternative would not meet the basic objectives of the project in that it would not provide for a backup communications link. This alternative would also greatly increase costs, as two towers would need to be constructed instead of just one.

6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the eight alternatives evaluated, the “no project” alternative (Alternative 1) is considered to be the environmentally superior alternative, as it would not result in any new environmental impacts. However, State CEQA Guidelines require that, if the “no project” alternative is chosen as the environmentally superior alternative, the EIR identify another of the alternatives as “environmentally superior.”

Of the remaining seven alternatives evaluated in detail, one is technically infeasible (Alternative 4), two would conflict with airport height limitations and result in significant safety impacts (Alternatives 6 and 7), one would have greater visual impacts (Alternative 2), one is potentially feasible but offers no aesthetic benefit over the current proposal and would require tree removal and more extensive grading (Alternative 3), one is too speculative for detailed consideration and would offer no benefit over the current proposal (Alternative 5), and one may slightly reduce aesthetic impacts at the Truckee location, but would increase environmental impacts at another location, greatly increase costs to the State, and would not meet the basic objectives of the project (Alternative 8). Therefore, the proposed project, in which the tower would be constructed in the northeastern corner of the Truckee Area Office parcel, is the environmentally superior development alternative.

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7. PREPARERS OF THE EIR

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Jennifer Parson	Senior Environmental Planner
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CALIFORNIA HIGHWAY PATROL

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8.2 PERSONS CONTACTED

Town of Truckee.
Denyelle Nishimori, AICP. Associate Planner.

Northern Sierra Air Quality Management District.
Ryan Ronner. Truckee Field Office.

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APPENDIX A.

- Notice of Preparation (NOP)
- Environmental Initial Study
- Received Comments

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NOTICE OF PREPARATION

Date: May 31, 2012

To: State Clearinghouse, Responsible Agencies, Trustee Agencies, Federal Agencies, Interested Parties, and Organizations

Subject: Notice of Preparation of a Draft Environmental Impact Report
CHP Truckee Area Office Tower and Vault Project
Truckee, California

Lead Agency: California Highway Patrol, P.O. Box 942898 Sacramento, CA 94298

Contact: Brian Wilkinson, Senior Environmental Planner
California Department of General Services
Real Estate Services Division, Environmental Services Section
707 Third Street, 3rd Floor, Mailstop 509
P.O. Box 989052
West Sacramento, CA 95798-9052
Phone: (916) 376-1605

Purpose of Notice

The California Highway Patrol (CHP), with assistance from the Department of General Services – Real Estate Services Division (DGS – RESD), is the lead agency for the preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the CHP Truckee Area Office Tower and Vault Project in the Town of Truckee, Nevada County, CA (Exhibit 1: Regional Location Map). DGS has retained an environmental consulting firm, ENPLAN, to prepare the EIR.

Pursuant to provisions of CEQA, DGS has prepared a Notice of Preparation (NOP) and supporting Initial Study for the proposed project. The purpose of an NOP is to solicit comments from public agencies and other interested parties on the scope and content of the information to be addressed in the EIR for this project.

Once a decision is made to prepare an EIR, the lead agency must prepare an NOP to inform all responsible and trustee agencies (agencies) that an EIR will be prepared (CEQA Guidelines Section 15082). The purpose of this NOP is to provide agencies with sufficient information describing the proposed project and the potential environmental effects to enable the agencies to make a meaningful response related to the scope and content of information to be included in the EIR.

DGS completed an Initial Study (see attached) for the proposed project. The Initial Study provides a detailed project description, project location maps, a discussion of environmental effects that will be examined in detail in the EIR, and the environmental effects dismissed from further analysis. Written comments on the scope and content of the EIR will be accepted by DGS through July 5, 2012.

Project Location

CHP proposes to acquire approximately 0.09 acres of land adjacent to its Truckee Area Office, located at 10077 State Route 89 South in Truckee (see Figures 1 and 2 in the attached Initial Study). The proposed communications tower would be constructed on the newly acquired site. The equipment vault would be constructed on or adjacent to the site (depending on final design, the vault could be constructed on or partially on the existing Area Office parcel). Underground

communications cables would be installed between the tower, equipment vault, and the Area Office.

Project Description
The California Highway Patrol, with the assistance of the Department of General Services, is proposing to replace and upgrade the Truckee CHP telecommunications facility to meet the CHP's Enhanced Radio System requirements. The new facility would also be designed to meet California Building Code (CBC) Title 24 Standards including Essential Services requirements. The proposed project includes acquisition of a 0.09-acre site adjacent to the CHP Truckee Area Office, construction of a new self-supporting, four-leg, 120-foot-tall tower and an equipment vault, underground utility line installation, and fencing and landscaping of the tower site. Upon completion of construction, two existing towers at the CHP Area Office would be removed; these towers are approximately 55 feet and 92 feet in height. Refer to the attached Initial Study for additional project information.

Responsible Agencies
For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project (CEQA Guidelines Section 15381). Discretionary approval power may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the project.

Agencies whose approval may be required for the Truckee Area Office Tower and Vault Project may include the California Department of Forestry and Fire Protection and the Northern Sierra Air Quality Management District.

Public Review Period
The Notice of Preparation is being circulated for public review and comment for a period of 30 days beginning June 4, 2012. Written comments will be accepted by DGS through 5:00 P.M. on July 5, 2012. Comments must be mailed to Brian Wilkinson at the above address, or be emailed to: environmental@dgs.ca.gov

Copies of the Notice of Preparation and the Initial Study for the DEIR are also available for review at the following locations:

- Truckee Library, 10031 Levon Avenue, Truckee CA 96161, (530) 582-7846
- Town of Truckee Planning Division, 10183 Truckee Airport Road, Truckee, CA 96161, (530) 582-2934
- California Department of General Services, 707 Third Street, Third Floor, Suite 401, West Sacramento, CA 95605, (916) 376-1605

Your views and comments on how the project may affect the environment are welcomed, and will be used to help identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in the EIR and to eliminate from detailed study issues found not to be important. Please contact Brian Wilkinson (brian.wilkinson@dgs.ca.gov; 916/ 376-1605) if you have any questions about the environmental review process for the Truckee Area Office Tower and Vault Project.

Sincerely,

Daniel P. O'Brien, Interim Chief
Environmental Services Section
Professional Services Branch, Real Estate Services Division

ENVIRONMENTAL INITIAL STUDY

CALIFORNIA HIGHWAY PATROL
COMMUNICATION FACILITIES REPLACEMENT PROJECT
TRUCKEE AREA OFFICE
NEVADA COUNTY, CALIFORNIA

May 2012

Prepared for:
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TABLE OF CONTENTS

Page

TABLE OF CONTENTS - continued

INITIAL STUDY

California Highway Patrol
Communication Facilities Replacement Project
Truckee Area Office, Nevada County, California

I. THE PROJECT

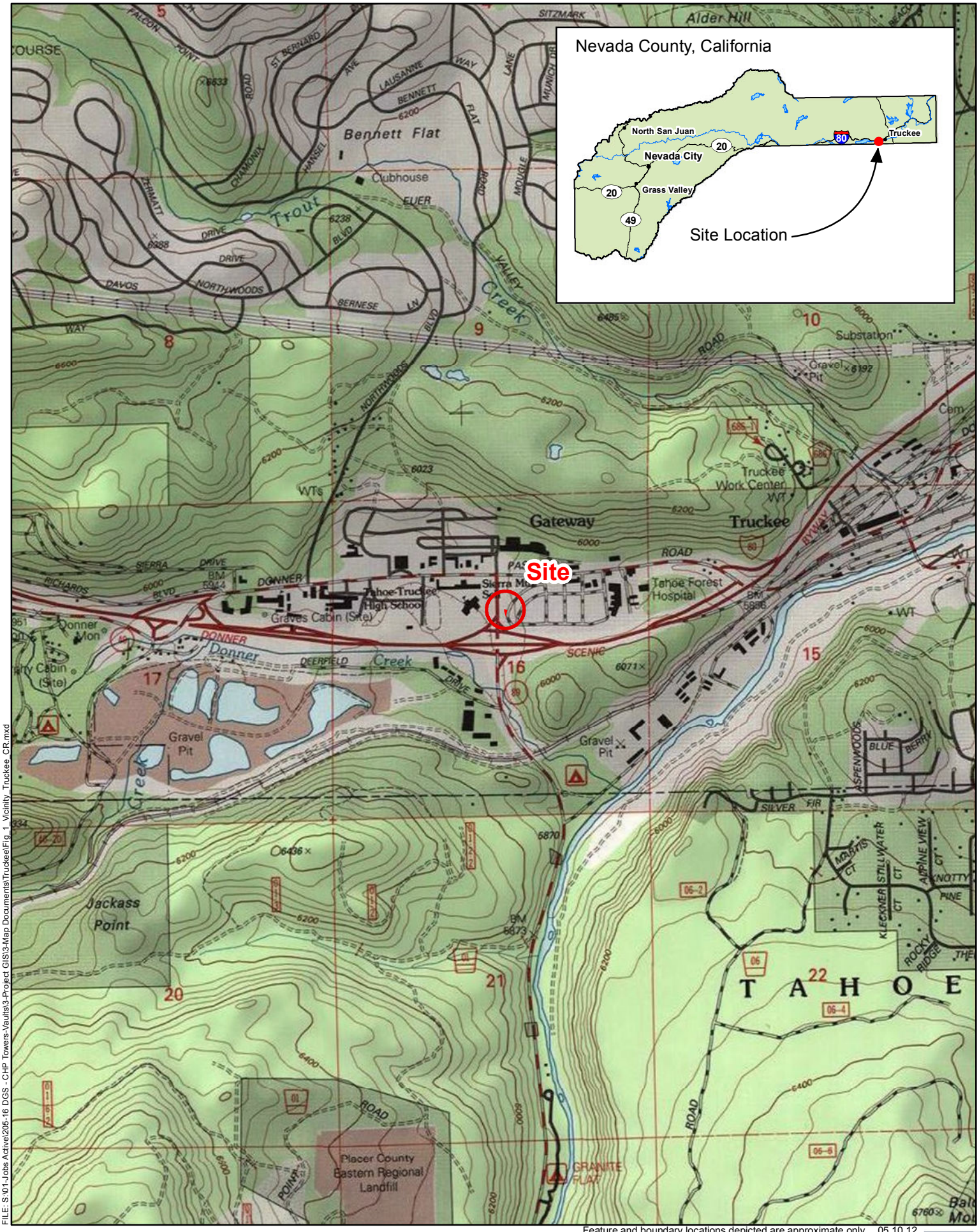
A. Introduction

The Department of General Services (DGS) is proposing to replace and upgrade the California Highway Patrol (CHP) telecommunications facility at the California Highway Patrol's Truckee Area Office in order to meet the CHP's Enhanced Radio System requirements. The project site is located in the Town of Truckee in Nevada County, and is northeast of the intersection of Interstate 80 and State Route 89 (Figure 1). Generally speaking, the proposed project site is located within the "Gateway Area". The Gateway Area is a commercial corridor, along with small residential areas, located along the length of Donner Pass Road, between the Cold Stream Road/I-80 interchange and the Central Truckee I-80 interchange. An aerial photograph of the project site and surrounding area is provided in Figure 2. The project site is accessible from State Route 89, the parking lot servicing the CHP office, and from Donner Way, within a residential development along the site's eastern boundary.

B. Project Description

The California Highway Patrol, with the assistance of the Department of General Services, is proposing to replace and upgrade the Truckee CHP telecommunications facility to meet the CHP's Enhanced Radio System requirements. The new facility would also be designed to meet California Building Code (CBC) Title 24 Standards including Essential Services requirements. The proposed project includes acquisition of a 0.09-acre site adjacent to the CHP Truckee Area Office, construction of a new self-supporting, four-leg, 120-foot-tall tower and an equipment vault, underground utility line installation, and fencing and landscaping of the tower site. Upon completion of construction, two existing towers at the CHP Area Office would be removed; these towers are approximately 55 feet and 92 feet in height.

The new tower base would consist of an underground concrete pad with dimensions of up to 45 feet wide by 45 feet long and six feet thick, with projecting anchor points for the four tower legs. The pad area would be excavated to a depth of about eight feet to accommodate the six-foot-thick pad. The finished pad would be covered with approximately two feet of soil. Trenching would be conducted to allow for underground utilities connecting the tower with the equipment vault and the Area Office dispatch center. The equipment vault would consist of a single-story building up to about 12 feet by 32 feet in size, and would be built in place (not prefabricated). The building would house electrical equipment and possibly a generator for emergency use. The tower and vault site would be fenced.



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Feature and boundary locations depicted are approximate only. 05.10.12

0 2,000 Feet

Figure 1

Vicinity Map

ENPLAN

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Feature and boundary locations depicted are approximate only. 05.10.12

0 100 Feet

Figure 2

Project Location

ENPLAN

The building exterior and fencing would be compatible with local standards and character. Upon completion of construction, the existing ±92-foot tall steel-lattice radio tower located on the roof of the CHP Area Office would be removed, along with the ±55-foot tall wood monopole and microwave dish adjacent to the Area Office.

Tower construction is expected to be completed within 30 to 60 days: one week for excavation activities; one week to pour the concrete pad, including cure time; and one to two weeks to construct tower. The tower would be fabricated off-site and delivered to the site as modules. Modules would be assembled on-site with fasteners. Welding activities are not expected during tower assembly. The 60-day estimate includes time for necessary inspections amongst the different phases. Vault construction and equipment installation/testing would take somewhat longer.

The CHP proposes to minimize project impacts by implementing standard dust controls (e.g., covering, watering, and treating excavated, graded, or stockpiled areas; establishing speed limits for construction vehicles; restricting construction activities when winds exceed 20 mph; covering inactive areas; managing dust during material transport; street sweeping; and re-establishing groundcover prior to site occupancy), limiting construction to daytime hours to minimize noise impacts, and routing construction-related traffic directly from State Route 89 to the site to avoid traffic conflicts in the adjoining residential neighborhood. Appropriate geotechnical studies would be conducted as part of the project design phase. Standard erosion control measures would be implemented throughout project construction. Erosion control measures may include limiting earth-moving construction activities to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediments from entering downslope drainages; and revegetating disturbed sites upon completion of construction.

Compliance with the Migratory Bird Treaty Act may be achieved by removing vegetation and dismantling the existing communication towers outside the nesting season. If vegetation removal and/or dismantling of the towers would be conducted during the nesting season, a nesting survey would be conducted within two weeks prior to removal of vegetation. If active nests are found, vegetation clearing, tower removal, and/or other construction activities would be postponed until after the young have fledged.

The Truckee tower would support the following communication channels:

- CHP Primary “Grey” Channel
  This is the local CHP routine communication channel on low band.
- CHP Secondary “Blue” Channel
  This is the Statewide CHP emergency channel on low band.
- 154 MHZ CLEMARS Station
- 460 MHZ CLEMARS Station
- 800 MHZ CLEMARS Station
  The above three channels are the California Law Enforcement Mutual Aid Radio System; should any agency be called in to assist Truckee in an emergency, they

would be able to communicate with CHP Dispatch regardless of which radio band their home system uses.

- 155 MHZ NLEMARS Station
  This is the National Law Enforcement Mutual Aid Radio System so even agencies from out of state would be able to communicate should they be in Truckee for an emergency.

CHP 700 MHZ Repeater Station
This is the CHP channel for the newest FCC-granted radio band for public safety.

- 154 MHZ CLERS Station
  This is for communicating between various agency dispatch centers and the CHP in this part of the state, independent of telephone lines.
- USFS Monitor Receiver
- Local Agencies Monitor Receivers
- Scanner Receiver
  The above three channels are for monitoring other agencies in the event of large emergencies such as earthquake or fire or avalanche.
- Future Technology Systems
  Additional channels may be added in the future as new technologies become available.

C. Project Need

The CHP Truckee Area Office is a communications hub that serves four CHP offices (Truckee, Gold Run, South Lake Tahoe, and the Donner Pass Inspection Facility), as well as portions of five counties (Sierra, Nevada, Placer, El Dorado, and Alpine). Currently, the Truckee Area Office has only one link to other CHP facilities outside of its service area, via the Donner Beacon. Should there be a service disruption at the Donner Beacon or at the sole Truckee Area Office microwave dish, the entire service area would have no communications link with the rest of the state. The proposed installation of a second communications link (to Mt Rose) would greatly minimize the potential for a loss of communication to outside parties.

Further, there are a number of gaps in radio coverage within the local service area. When CHP or other emergency service providers using the CHP system are within these areas, they have no radio communications with the dispatch center. Extension of the tower height at the dispatch center would reduce the size of the radio coverage gaps.

Finally, upgrading the system to meet the CHP Enhanced Radio System requirements would provide numerous communications benefits, including the following:

- Separates the Gray (local) and Blue (emergency) frequencies for enhanced communication. Linking the local CHP to the statewide Blue Frequency and using the primary Gray CHP channel for day-to-day activities will provide better

intra- and inter-agency communication during emergencies, such as wildfires, highway accidents, and earthquakes.

- Reduces frequency congestion, interference, and lack of complete coverage.
- Improves communications between CHP, local police departments, County Sheriff's Department, fire departments, and other local agencies.
- Implements a new frequency plan to offer full duplexing and auto-repeat capabilities.
- Improves audio quality and digital signaling capability.
- Allows officers greater portable radio communication distances and improves communication for officers inside buildings.
- Does not require dispatchers to relay radio communications.
- Meets Federal (FCC) mandates for narrowbanding.

D. Project Siting and Design Constraints

The proposed communications facilities are subject to a number of siting and design constraints, as noted below:

- The communications tower must be in very close proximity to the Truckee Area Office dispatch center. Even using the best coaxial cables currently available, radio signals lose approximately one-fourth of their power over a 1,000-foot cable transmission distance. Therefore, to maintain signal strength, the tower must be close to the dispatch center. The dispatch center must be co-located with the Area Office, which in turn must have immediate freeway access; the existing Area Office and dispatch center are ideally located to meet CHP needs.
- The tower must offer line-of-sight to both the Donner Beacon and Mt. Rose. Line-of-sight to Mt. Rose is not possible at the current tower location, even if the current tower were extended to 120 feet; therefore, the new tower must be constructed further to the south to gain visibility through a gap between mountains. The proposed tower location provides the necessary line-of-sight connection.
- A steel lattice tower is necessary to provide directional flexibility for installing radio antennas and allows for optimum separation between antennas. Further, platforms can be installed on a steel-lattice tower, which provide for worker safety and reduce repair/down time. Steel-lattice towers also meet State of California Essential Service requirements. For reliable microwave paths, in the presence of high wind or earthquake motion, the tower cannot twist more than one degree or the microwave paths may fade out, losing communication when it is needed most.
- A 120-foot tall tower is needed to provide separation between the microwave dishes and radio antennas. The two microwave dishes would be installed at 40 to 50 feet above ground level, with the radio antennas higher up. A minimum separation of 30 feet is required between receive and transmit antennas, and four frequency bands must be supported on the proposed tower. A 120-foot

tower would also provide some capacity to support additional antennas if the need should arise in the future.

E. Permits and Approvals

The proposed project is expected to have a significant adverse and unavoidable impact on aesthetics; other potentially significant impacts may be identified through the environmental review process. Therefore, CHP and DGS have committed to preparing an Environmental Impact Report addressing the project. Prior to approving the project, the CHP as lead agency must certify that:

- The final EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
- The final EIR reflects the CHP's independent judgment and analysis.

Because the EIR is expected to identify one or more significant environmental effects of the project, the CHP must make written findings for each of these effects, accompanied by a brief explanation of the rationale for each finding. If mitigation measures are adopted to avoid or substantially lessen significant environmental effects, the CHP shall prepare and adopt a mitigation monitoring and reporting program. For any significant and unavoidable impacts of the project, such as aesthetics, prior to project approval the CHP must prepare and adopt a Statement of Overriding Considerations documenting how the overriding benefits of the project would outweigh the unavoidable adverse environmental effects.

Because the Truckee Tower and Vault Project would be constructed by a State agency on State-owned land, the project is not subject to local requirements such as the Town of Truckee zoning code and ordinances. However, DGS and CHP emphasize a "good neighbor" policy and will strive to comply with local standards to the extent possible while still meeting the overall project objectives.

The project as currently proposed is not known to be subject to any discretionary permits and approval other than compliance with CEQA, as noted above. However, it is possible that the California Department of Forestry and Fire Protection could require issuance of a Timberland Conversion Exemption (even though the project site is within the Town of Truckee municipal limits and does not support merchantable timber). A determination regarding the need for a conversion exemption will be made by the California Department of Forestry and Fire Protection

The final project design may include installation of a back-up generator in the proposed equipment vault. If this is proposed, in accordance with Northern Sierra Air Quality Management District requirements, the facility may be subject to an Authority to Construct/Permit to Operate.

II. ENVIRONMENTAL SETTING

General Plan Designation: According to the Town of Truckee General Plan, the project site and existing CHP facility are designated as Commercial.

Zoning: According to the Town of Truckee Zoning Map, the project site is zoned as RS-X (Single Family Residential; Further Subdivision of Parcels is Prohibited), while the existing CHP facility is zoned as PF (Public Facilities).

Surrounding Land Uses: The project site is situated just east of the Sierra Nevada crest within the limits of the Town of Truckee. The property is located in an area comprised of a mix of commercial buildings, residences, undeveloped land, and freeways. The CHP Truckee Area Office is located immediately north of the 0.09-acre site, State Route 89 and Interstate 80 rights-of-way are immediately to the west and south, while Donner Way adjoins the site to the east, followed by single-family residences.

Topography: The project site is located approximately 5,920 feet above sea level (U.S. Geological Survey's Truckee 7.5-minute quadrangle). The project site slopes gently downward towards the west.

Soils: Soils within the project area are mapped by the Natural Resource Conservation Service (NRCS, 2012) as Aquolls and Borolls, 0 to 5 percent slopes; and Euer-Martis variant complex, 2 to 5 percent slopes.

Vegetation: The project site occurs within upper montane coniferous forest. This forest type once dominated the landscape of present-day Truckee. However, clearing of the forest to accommodate growth has resulted in fragmented stands of forest within the town limits. The project site has been moderately disturbed by past removal of most trees. Tree species present include Jeffrey pine and lodgepole pine. About eight small trees occur on the site; the largest tree is about 14 inches in diameter and 25 to 30 feet tall. A defined shrub layer is not present, although shrub species such as wax currant, rabbit brush, and antelope bush are present. The herbaceous layer on the site includes Spanish lotus, miniature lotus, pussy paws, woolly mullein, ground smoke, sheep sorrel, and Donner Lake lupine.

Water Features: There are no streams or wetlands within the project site. A culvert once carried roadside runoff under Donner Way and through the southern tip of the site, but the culvert is blocked, does not currently convey water, and would convey only a minimal amount of water even if it were cleared.

III. ENVIRONMENTAL CHECKLIST FORM

A. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics	❑	Greenhouse Gas Emissions	❑	Population and Housing
❑	Agricultural and Forestry Resources	❑	Hazards and Hazardous Materials	❑	Public Services
❑	Air Quality	❑	Hydrology and Water Quality	❑	Recreation
❑	Biological Resources	❑	Land Use and Planning	❑	Transportation/Circulation
❑	Cultural Resources	❑	Mineral Resources	❑	Utilities and Service Systems
❑	Geology and Soils	❑	Noise	X	Mandatory Findings of Significance

B. Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

❑ 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 has been prepared.

X 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, nothing further is required.

Brian Wilkinson — Signature

May 30, 2012 — Date

Brian Wilkinson — Name

Senior Environmental Planner — Title

C. Evaluation of Environmental Impacts

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Service Systems
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended in the State CEQA Guidelines. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.

- **Less-Than-Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Potentially Significant Impact Unless Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact**. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, further analysis will be presented in the EIR to be prepared for the project, and mitigation measures will be identified as appropriate.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	X	❑	❑	❑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	❑	❑	❑	X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	X	❑	❑	❑
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	❑	X	❑

Discussion

a.

The proposed 120-foot-tall tower could have a significant adverse effect on scenic vistas in the vicinity of the proposed project location. Aesthetic impacts of the project will be further discussed in the EIR to be prepared by the Department of General Services/California Highway Patrol.

b.

Interstate 80 and State Route 89 in the project vicinity are eligible as state scenic highways, but have not been officially designated. Therefore, there will be no impacts on scenic resources within a state scenic highway.

c.

The proposed 120-foot-tall tower could substantially degrade the existing visual character and visual quality of the site and its surroundings. This impact will be further discussed in the EIR to be prepared by the Department of General Services/California Highway Patrol.

d.

New lighting sources associated with the proposed project would not cause significant impacts with respect to light or glare. New lighting associated with the proposed project would include security lighting for the equipment vault; tower lighting is not expected to be required. The security lighting would be similar to night lighting used by the nearby CHP Area Office and local businesses, and would not result in significant adverse effects.

Mitigation

Possible mitigation measures will be discussed in the Environmental Impact Report.

Documentation

ENPLAN. Field surveys. July 2011.

California Department of Transportation. "California Scenic Highway Mapping System." Accessed May 13, 2012. www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

2. AGRICULTURAL 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 project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	❑	❑	X	❑
d. Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	X	❑
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?	❑	❑	❑	X

Discussion

a.

According to data maintained by the Farmland Mapping and Monitoring Program, neither Prime Farmland nor Farmland of Statewide Importance occur within the proposed project area or adjacent to the project site.

b, e.

No lands in the project vicinity are zoned for agricultural use or are subject to a Williamson Act contract, nor are the project site or surrounding lands used for agricultural production. Therefore, the proposed project would not directly or indirectly affect farmland or agricultural uses.

c, d.

Forest land is defined in Public Resources Code Section 12220(g) as:

> *Land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.*

Timberland is defined in Public Resources Code Section 4526 as:

> *Land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees*.

Given that the project location supports native conifers, it appears to be consistent with the definition for forest land provided in Public Resources Code Section 1222(g), as described above.

The project site is not currently designated or zoned by the Town of Truckee for timber production or other forestry-related uses, and is not in a designated Timber Preserve Zone (TPZ). While the project location may have historically been used for logging, no logging has occurred on the site in the recent years. Although commercial tree species could be grown within the project site, the site is not considered a suitable area for growing a commercial crop due to its current condition and urban setting. Therefore, the site does not meet the definition of Timberland provided in Public Resources Code Section 4526, as described above, and is not expected to be subject to the Forest Practice Act or Forest Practice Rules.

A determination regarding the need for a Timberland Conversion Exemption will be made by the California Department of Forestry and Fire Protection. However, because of the small size of the project site, its location within an urban area, and current lack of merchantable timber, even if the proposed project is subject to a Timberland Conversion Exemption, the loss of timberland would not be a significant adverse impact.

Mitigation
None necessary

Documentation
State of California, Department of Conservation. Farmland Mapping and Monitoring Program. 2008.
Town of Truckee 2025 General Plan. www.townoftruckee.com/index.aspx?page=470.
Town of Truckee Development Code. www.townoftruckee.com/index.aspx?page=124.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	❑	X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	X	❑
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)?	❑	❑	X	❑
d. Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	X	❑
e. Create objectionable odors affecting a substantial number of people?	❑	❑	X	❑

Discussion

a-d.

Replacement of the existing communications system with the proposed tower and vault would not result in long-term operational emissions. However, the proposed project would result in short-term emissions during project construction. For the purposes of environmental review, the Northern Sierra Air Quality Management District (NSAQMD) has developed a tiered approach for determining the significance of air emissions and appropriate control measures. Significance thresholds are shown in Table 1.

Table 1
Thresholds of Significance for Criteria Pollutants of Concern (lbs/day)

Pollutants	Level A	Level B	Level C
NOx	<24	24-136	>136
ROG	<24	24-136	>136
PM_{10}	<79	79-136	>136

Source: Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects, NSAQMD, 2009.

The NSAQMD requires that projects designated as Level A implement only the most basic emission controls; projects with projected emissions in the Level B range require more extensive measures; and those that exceed Level C thresholds require the most extensive measures.

Project implementation would result in temporarily increased air emissions during construction due to equipment emissions and earthwork. To estimate emissions resulting from project construction, an air emissions modeling program (Urbemis 9.2.4) was employed. As shown in Table 2, construction emissions would not exceed the Level "A" thresholds listed in Table 1.

Table 2
Projected Construction Emissions (lbs/day)

CO	NO_X	ROG	SO_2	PM_{10}	$PM_{2.5}$	CO_2
13.02	18.18	2.35	0.00	1.03	0.85	2,302.96

To minimize potential impacts to air quality, the project would be constructed in accordance with guidelines established by NSAQMD and the California Air Resources Board (CARB). A basic requirement for projects occurring in the NSAQMD is dust control. Dust control measures that will be implemented as part of the project proposal may include: covering, watering, and treating excavated, graded, or stockpiled areas; establishing speed limits for construction vehicles; restricting construction activities when winds exceed 20 mph; covering inactive areas; managing dust during material transport; street sweeping; and re-establishing groundcover prior to site occupancy. Further, in accordance with CARB regulations, additional measures to minimize impacts to air quality may include maintaining all construction equipment in proper tune according to manufacturer's specifications, using diesel construction equipment meeting the California Air Resources Board's (CARB's) 1996 or newer certification standard for off-road heavy-duty diesel engines, registering in the CARB Diesel Off-road On-line Reporting System program, and registering certain portable equipment in the Portable Equipment Registration Program or directly with the NSAQMD. Further, in accordance with NSAQMD requirements, should the proposed vault include a back-up generator, the generator would be subject to an Authority to Construct/Permit to Operate. Because of the existing requirements of the NSAQMD and the CARB, potential impacts to air quality resulting from construction emissions would be less than significant.

e.
The proposed project may result in the release of diesel fumes, paint fumes, or other potentially objectionable odors. However, given the short construction period and proximity of the site to Interstate 80 and State Route 89, diesel fumes would not be significant. Paint fumes and other construction-related odors would be less than those associated with construction of a single-family house, and are not considered significant. Potentially objectionable odors that could be associated with project construction would be detectable only in the immediate project vicinity (if at all) and would not affect a substantial number of people.

Mitigation
None necessary

Documentation
NSAQMD. "Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects." 2009. Northern Sierra Air Quality Management District. www.myairdistrict.com.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
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 Game or U.S. Fish and Wildlife Service?	❑	❑	X	❑
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 Game or U.S. Fish and Wildlife Service?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	X	❑
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	❑	X
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?	❑	❑	❑	X

Discussion

a.

The following evaluation of potential impacts on special-status species are based on the findings of a review of California Natural Diversity Data Base (CNDDB) and U.S. Fish and Wildlife Service records, as well as botanical and wildlife surveys completed by ENPLAN in April 2012.

Special-Status Plant Species

Review of the U.S. Fish and Wildlife Service species list for the Truckee quadrangle (Appendix A) identified no federally listed or Candidate plant species as potentially being affected by work within the quadrangle. The quadrangle does not contain designated critical habitat for plant species. Review of CNDDB records showed that no special-status plant species have been previously reported in the project area. Nineteen special-status plant species have been reported within a 10-mile radius of the project area (Appendix A). The potential for each of these species to occur in the project area is evaluated in Appendix A. As shown in Appendix A, habitats in the project area are not expected to support special-status plant species. To determine the presence/absence of special-status species, ENPLAN conducted a botanical survey of the project area on July 21, 2011. Most of the special-status species potentially occurring in the study area would have been evident at the time the fieldwork was conducted. The potential presence of species not identifiable during the field studies was readily determined on the basis of observed habitat characteristics. No special-status plant species were observed or are expected to occur on the site, and no additional botanical evaluation is warranted.

Special-Status Wildlife Species
Review of the U.S. Fish and Wildlife Service species list for the Truckee quadrangle (Appendix A) identified one federally listed animal species (Lahontan cutthroat trout) and two Candidate animal species [mountain yellow-legged frog (= Sierra Nevada yellow-legged frog) and Pacific fisher] as potentially being affected by work within the quadrangle. The quadrangle does not contain designated critical habitat for animal species. Review of CNDDB records showed that no special-status animal species have been previously reported in the project area. Twelve special-status wildlife species and thirteen non-status wildlife species have been reported within a 10-mile radius of the project area (Appendix A). The potential for each of these species to utilize the project area is evaluated in Appendix A. No special-status wildlife species were observed during the wildlife survey. However, the non-status silver-haired bat and long-legged bat have a moderate potential to roost in trees on the project site. Given the extent of suitable roosting habitat elsewhere in the vicinity, project implementation would have no significant effect on these bat species. The yellow warbler, a migratory bird, has a very slight potential to nest in vegetation on the site; because the project would be constructed in compliance with the Nesting Migratory Bird Treaty Act (see "d" below), yellow warblers would not be adversely affected by project implementation.

Project implementation could indirectly affect aquatic species (including the federal Threatened Lahontan cutthroat trout) that utilize Donner Creek and/or the Truckee River if substantial quantities of sediment were to wash into these off-site drainages. However, Best Management Practices for erosion control would be implemented during project construction. Such measures may include limiting construction to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediments from entering downslope drainages; and revegetating disturbed sites upon completion of construction. Given the planned erosion control measures, no indirect impacts to aquatic species that utilize Donner Creek and/or the Truckee River are expected.

b-c.
ENPLAN's field surveys did not identify the presence of any riparian habitat, wetlands, other waters, or other sensitive natural communities. A constructed ditch was observed on the site near the southernmost tip of the 0.09-acre acquisition site. This short ditch historically received flow via a culvert beneath Donner Way. However, the culvert is plugged with sediments and pine needles on both sides of the street and does not currently convey flow. Even if the culvert were cleared, any runoff conveyed in the constructed ditch would be roadside runoff only, and would not be subject to Section 401 or 404 of the Clean Water Act. Project implementation would thus not affect wetlands or other waters subject to State or Federal jurisdiction.

d.
Given its small size and urban setting, the project site is not part of a native wildlife nursery or migratory wildlife corridor, nor does it support migratory fish. However, it is possible that migratory birds could nest within the project site. The federal Migratory Bird Treaty Act and related international treaties and domestic laws provide protection for migratory birds. The Migratory Bird Treaty Act established that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The Migratory Bird Treaty Act is the domestic law that affirms, or implements, the United States' commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that are common to each country (i.e., they occur in each country at some point during their annual life cycle). The U.S. Fish and Wildlife Service is the federal agency primarily responsible for protection of migratory birds.

Migratory birds have a moderate potential to nest in vegetation on the project site and/or the existing radio towers to be removed, and could potentially nest in or adjacent to the study area in future years (active cliff swallow nests were observed on the CHP building adjacent to the existing towers).

To comply with the requirements of the Migratory Bird Treaty Act, CHP proposes to conduct vegetation and radio tower removal outside of the nesting season, if possible. In the local area, most birds nest between April 15 and August 31. Accordingly, the potential for adversely affecting nesting birds can be greatly minimized by removing vegetation and the existing radio towers either before April 15 or after August 31. If this is not possible, a nesting survey would be conducted within two weeks prior to removal of vegetation and/or dismantling of the existing radio towers. If active nests are found, construction activities would need to be postponed in the vicinity of the nests until after the young have fledged. Further, to prevent nest abandonment and mortality of chicks and eggs, vegetation removal and construction activities would not occur within 500 feet of an active nest unless a smaller buffer zone is

authorized by the Department of Fish and Game (DFG) and/or U.S. Fish and Wildlife Service (USFWS) and a qualified biologist is present to monitor the nest(s) for signs of disturbance to nesting birds.

e.
No adopted local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, are applicable to the project proposal.

f.
No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans are applicable to the project area/proposal.

Mitigation
None necessary

Documentation
ENPLAN. Field surveys. July 2011.
California Natural Diversity Database. April 2012.
USFWS. "Federal Endangered and threatened Species that may Occur in the USGS Truckee 7½-Minute Quadrangle." Accessed May 14, 2012. www.fws.gov/sacramento/ES_Species/Lists/es_species_lists-form.cfm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	❑	X	❑	❑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	❑	X	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	❑	X
d. Disturb any human remains, including those interred outside of formal cemeteries?	❑	X	❑	❑

Discussion

a-d.

A cultural resources study, including a record search and field survey, was completed for the project by ENPLAN. The records search included review of data archived at the North Central California Information Center at CSU, Sacramento, as well as other sources. The records search revealed that three prehistoric and eight historic sites have been previously recorded within a half-mile of the project site. No "Historical Resources," as defined in Section 15064.5 of the CEQA Guidelines, were identified during ENPLAN's field survey conducted in November 2011, and no further cultural resources field studies are required. "Historical Resources" include both historic and prehistoric features.

Based on the results of the records search and comment solicitation, the project site has the potential to contain subsurface cultural resources that could potentially be eligible for California Register of Historical Resources listing. Further analysis and specific measures for avoidance and/or minimization of impacts to cultural resources will be addressed in the EIR to be prepared for the project.

No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist within the project area.

Mitigation

Mitigation measures will be presented in the Environmental Impact Report.

Documentation

ENPLAN. "Cultural Resources Inventory, CHP Communication Facilities Replacement Projects Truckee Site, Nevada County, CA." February, 2012.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.	❑	❑	❑	X
2) Strong seismic ground-shaking?	❑	❑	X	❑
3) Seismic-related ground failure, including liquefaction?	❑	❑	X	❑
4) Landslides?	❑	❑	X	❑
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	❑	X
c. Be located on a 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?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	❑	X

Discussion

a.

The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake, fault:

According to the Alquist-Priolo Earthquake Fault Zoning Maps for Nevada County, there are no known Alquist-Priolo Special Study Zones in the project vicinity.

2, 3) Strong seismic ground shaking or seismic-related ground failure, including liquefaction:

According to the Town of Truckee General Plan, Truckee is subject to some hazard from seismic activity, although this risk is relatively low compared to other places in the State. Faults located near Truckee include the Mohawk Valley Fault, the southern section of which lies approximately 20 miles northwest of Truckee in Sierra County, and the Dog Valley Fault, which extends in from Dog Valley (approximately 20 miles northeast of Truckee) southwest to near Donner Lake. Several small trace faults are also located within the Town limits. None of these faults are designated as Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state.

Liquefaction is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. The areas in the Town most susceptible to liquefaction include areas along the Truckee River and where there are higher groundwater levels; the project site is not located within one of these higher-risk areas.

Because the proposed project would be constructed in accordance with the Essential Services Buildings Seismic Safety Act of 1986, the potential for adverse effects is minimal. As defined by the California legislature, the Act includes requirements that such buildings shall be "…designed and constructed to minimize fire hazards and to resist the forces of earthquakes, gravity, and winds." Considering the project's construction requirements, the potential for adverse effects resulting from seismic, ground shaking, or seismic-related ground failure, including liquefaction, are less than significant.

4) Landslides:

According to the Nevada County General Plan, most of the soils occurring in eastern Nevada County are underlain with dense bedrock formations and lack the characteristics contributing to landslide susceptibility. The Town of Truckee has identified steep slopes of thirty percent or greater as being most susceptible to landslides. Such areas are present along the Truckee River; on ridges and hillsides north and west of Downtown; on ridges north of Gateway and north and west of Donner Lake; and around Alder Hill. The proposed communication tower and vault site is located on a relatively gentle slope, and no steep slopes are present in the immediate vicinity. Accordingly, the potential for adverse effects resulting from landslides is less than significant.

b.
The project site contains the two soil types described in Table 3.

Table 3
Soil Types and Characteristics

Soil Name	Soil Type	Permeability	Slope (%)	Runoff Rate
Aquolls and Borolls (AQB)	Sand to Clay	Very poorly drained	0-5	High
Euer-Martis (EUB)	Sandy loam	Moderately slow	2-5	Medium

As previously described, best management practices for erosion control would be implemented during project construction. Such measures may include limiting construction to the dry season; use of erosion control blankets, straw wattles, silt fences, and/or gravel berms to prevent sediments from discharging off-site; and revegetating disturbed sites upon completion of construction. Because best management practices for erosion control will be implemented as part of the project proposal, the potential for soil erosion or loss of top soil would be less than significant.

c.
The project site is not known to be located on an unstable geologic unit or soil. Appropriate geotechnical studies will be developed during the project design phase, and the project would be constructed in accordance with the Essential Services Buildings Seismic Safety Act of 1986; therefore, the potential for the project to result in landslides, lateral spreading, subsidence, liquefaction and/or collapse is less than significant.

d.
The proposed project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), and would therefore not create a substantial risk to life or property. Expansive soils contain higher levels of clay and present hazards for development since they expand and shrink depending on water content and may even damage structures that are appropriately engineered. Because Truckee area soils are primarily comprised of sand, the potential for adverse effects resulting from soil expansion are less than significant.

e.
The proposed project is limited to a communication tower and equipment vault. Use of septic tanks or other wastewater treatment systems is not proposed.

Mitigation

Compliance with project plans and existing requirements identified in this section would ensure that the proposed project is not subject to significant hazards with respect to geology or soils; no mitigation measures are necessary with respect to geology or soils.

Documentation

State of California, Department of Conservation. "California Geological Survey—Alquist-Priolo Earthquake Fault Zoning Maps." Accessed April 2012. www.quake.ca.gov/gmaps/ap/ap_maps.htm.

State of California. Health and Safety Code. Chapter 2, sections 16000 through 16022.

Nevada County General Plan. Chapter 10: Safety. http://www.mynevadacounty.com/nc/cda/planning/docs/General%20Plan/Volume%201.%20Nevada%20County%20General%20Plan%20%281995%20with%202008%20and%202010%20updates%29/Chp%2010.%20Safety%20General%20Plan%20Vol%20I%20Sec.%202%202008.pdf.

Town of Truckee 2025 General Plan. Chapter 9: Safety Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1227.

Town of Truckee 2025 General Plan. "Draft Environmental Impact Report." Geology, Soils, and Seismicity. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1278.

U.S. Department of Agriculture, Natural Resources Conservation Service. 2012. "Web Soil Survey." Last updated September 1, 2009. http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❑	❑	X	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	❑	X

Discussion

a.

Replacement of the existing communications system with the proposed tower and vault would not result in long-term operational emissions, including greenhouse gas emissions. However, project construction would result in a temporary increase in greenhouse gas emissions, such as carbon dioxide (CO_2) and nitrous oxides (NO_X).

The NSAQMD has not adopted thresholds of significance for greenhouse gases. According to NSAQMD staff, the District's greenhouse gas policy is to quantify, minimize, and mitigate greenhouse gas emissions, as feasible. As documented in Section III.C.3. Air Quality, project construction would result in emissions of about 18 lbs/day of NO_X and 2,303 lbs/day of CO_2; minor amounts of methane would also be present in vehicle emissions. Overall greenhouse gas emissions would be minimal given the short construction period for the project, and the best management practices (described in Section III.C.3 Air Quality) that would be implemented to minimize air emissions, including greenhouse. Based on this information, greenhouse gas emissions resulting from project construction would be less than significant.

Project operation would not result in the production of greenhouse gas emissions.

b.

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation

None necessary.

Documentation

Northern Sierra Air Quality Management District. www.myairdistrict.com

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	X	❑
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?	❑	❑	X	❑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	❑	X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	X
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?	❑	❑	X	❑

Discussion

a, b.

Project operation would not result in an increased use of hazardous materials, nor would it increase the potential for a release of hazardous materials to the environment. However, project construction would involve use of relatively small quantities of materials such as diesel, gasoline, oils, and other engine fluids. Existing state standards govern the transport, use, and disposal of hazardous materials; because work would be conducted in accordance with these existing requirements, potential impacts would be less than significant and no mitigation measures are warranted.

c.

The proposed project is not located within one-quarter mile of an existing or proposed school. The closest school is the Truckee High School at 11725 Donner Pass Road, which is over ¼-mile from the project site. In any case, use of hazardous materials or release of hazardous emissions would not occur as a result of project operation.

d.
To ensure that project construction would not affect or be affected by a previously documented hazardous materials release site, ENPLAN conducted a hazardous materials records search, which included review of 92 federal, state, local, tribal, and proprietary records databases. Nineteen (19) hazardous materials use, storage, disposal, or release sites were identified within a one-mile radius of the subject property. Six (6) of the identified hazardous materials use, storage, or disposal sites have not had a reported release of hazardous materials and are therefore not considered a significant hazard with respect to the subject site. Thirteen (13) of the 19 identified sites have had a reported spill or release of hazardous materials. Eleven (11) of the 13 hazardous materials release sites have received regulatory agency closure, and are therefore not considered a significant hazard with respect to the subject site. The two (2) hazardous materials release sites that have not received regulatory agency closure are located approximately 0.27 miles northeast of the property at 11015 Donner Pass Road, and approximately 0.35 miles northwest of the property at 11464 Donner Pass Road. Both of these cases involve groundwater contaminated with petroleum hydrocarbons.

In fuel leak cases, research conducted in the State of California by Lawrence Livermore National Laboratory (LLNL) in 1996 indicated that attenuation and degradation of the product in groundwater play major roles in reducing the hydrocarbon contamination to non-detectable levels within several hundred feet of the contaminant source. Moreover, this research indicated that in over 90 percent of the hydrocarbon contamination cases, groundwater contaminant plumes do not extend more than 250 feet from the source.

Based on the discussion above, open hydrocarbon leak sites that are within 250 feet in the upgradient direction are considered to have potential risk to the subsurface soils and/or groundwater of the property. The closest open hydrocarbon leak site is located approximately 0.27 miles (1,426 feet) away from the property. Based on the distances of the two identified open hydrocarbon leak sites from the property, they are not considered a significant hazard with respect to the subject site, nor would they be affected by project implementation.

e, f.
The nearest airport is the Truckee-Tahoe Airport, located approximately three miles to the east. Compliance with existing Federal Aviation Administration standards will ensure that project implementation would not result in a safety hazard for people residing or working in the project area.

g.
The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area. The increased communication capability provided by the proposed project would improve emergency response in the project region.

h.
The proposed project is located in an urbanized area within the incorporated Town of Truckee. According to CalFire's 2007 fire hazard maps, the project site is located in a "non-very high fire hazard severity zone." However, under typical circumstances, urbanized/forested areas usually pose a higher fire risk. In preparation of construction, the site would be cleared/graded to allow for tower and vault construction, which would reduce the fire hazard. Further, as the project would be constructed to Essential Services requirements, the constructed tower and vault would be built to sustain minimal damage in case of fire. Based on the above information, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation
None necessary

Documentation
ENPLAN. "Phase I Environmental Site Assessment, 11300 Donner Way, Truckee, Nevada County, California." 2012.
California Department of Forestry and Fire Protection. "Fire Hazard Severity Zones in State Responsibility Area." December 2008. http://www.fire.ca.gov/fire_prevention/fhsz_maps/fhsz_maps_nevada.php
Tahoe-Truckee Unified School District. www.ttusd.org/?PN=Schools2
Town of Truckee 2025 General Plan. Chapter 9: Safety Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1227.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste-discharge requirements?	❑	❑	X	❑
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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	❑	X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❑	❑	X	❑
d. Substantially alter the existing drainage pattern of the 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 which would result in flooding on- or off-site?	❑	❑	X	❑
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?	❑	❑	X	❑
f. Otherwise substantially degrade water quality?	❑	❑	X	❑
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?	❑	❑	❑	X
h. Place within a 100-year flood-hazard area structures which would impede or redirect flood flows?	❑	❑	❑	X
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?	❑	❑	❑	X
j. Inundation by seiche, tsunami, or mudflow?	❑	❑	X	❑

Discussion

a.

The proposed project has the potential to temporarily degrade water quality due to increased erosion during project construction. As previously described, best management practices for erosion control would be implemented. Therefore, no significant impacts with respect to erosion are expected as a result of project construction or operation.

b.
Given the location and small footprint of the proposed project, its implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

c.
Given the location and small footprint of the proposed project, the proposed improvements would not substantially alter existing drainage patterns.

d.
The proposed improvements would result in a minor overcovering of soils and a commensurate increase in the amount of surface runoff. However, the increase would be less than that associated with construction of a single-family home, and would not result in a substantial increase in the rate or amount of surface runoff, or an increase in flooding.

e.
As discussed above, the proposed project would not create or contribute significant runoff water. Although minor amounts of erosion could occur during construction, the project would not provide a substantial additional source of polluted runoff.

f.
Fuels, paints, and potentially hazardous materials may be used during construction. Compliance with existing requirements governing the transport, use, and disposal of fuels and other hazardous materials that may be used during construction would reduce the potential for releases of such materials to an insignificant level; no mitigation measures are warranted.

g.
The proposed project would not involve the construction of housing within the 100-year floodplain.

h.
The proposed project would not involve the construction of structures within the 100-year floodplain.

i.
The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. The enhanced emergency communication capability provided by the project may help reduce the potential for loss, injury, or death due to floods.

j.
The project site is located within the interior of California where there is no threat of a tsunami. No surface water bodies likely to be affected by seiches are present in the immediate project vicinity. Donner Lake has the potential to produce moderate seiches, but occurs over a mile west of the project location. The project site is not located on or near a mountainside or hillside that is subject to mudflows.

Mitigation
None necessary

Documentation
Nevada County General Plan. Chapter 10: Safety Element.
http://www.mynevadacounty.com/nc/cda/planning/docs/General%20Plan/Volume%201.%20Nevada%20County%20General%20Plan%20%281995%20with%202008%20and%202010%20updates%29/Chp%2010.%20Safety%20General%20Plan%20Vol%20I%20Sec.%202%202008.pdf.
Town of Truckee 2025 General Plan. Chapter 9: Safety Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1227.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	❑	❑	❑	X
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?	❑	❑	❑	X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	X

Discussion

a.

The proposed improvements would be located within the boundaries of the Town of Truckee, adjacent to State Route 89 and Interstate 80. Project implementation would not physically divide an established community.

b.

Because the project site would be acquired by the State of California and work would be completed under the jurisdiction of the State, the project is not subject to local general plans, zoning, or ordinances. Nonetheless, the Department of General Services and California Highway Patrol will comply with local land use plans, policies, and regulations as feasible, while still meeting the overall objectives of the project.

c.

There are no habitat conservation plans or natural community conservation plans that include the project area.

Mitigation

None necessary

Documentation

Town of Truckee 2025 General Plan. Chapter 2: Land Use Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
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?	❑	❑	X	❑
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?	❑	❑	X	❑

Discussion

a, b.

A mineral resource is land on which known deposits of commercially viable mineral or aggregate deposits exist. The designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain any quarrying operations and protect them from encroachment of incompatible uses. The proposed project site is located in an important mineral resource area, as defined by the California Division of Mines and Geology. These resources are generally associated with alluvial deposits along the length of the Truckee River, although some mineral resources are associated with volcanic features, such as the Hirschdale cinder cone. Alluvial aggregates consist of gravel, sand, and broken stone that are used in the production of concrete and asphalt; cinders are also used for building and road construction materials.

Although the project site is mapped as containing important mineral resources, the project site and surrounding areas occur on lands designated "Commercial" in the Town of Truckee General Plan. It is unlikely that an aggregate quarry mining operation would be developed at the I-80/SR-89 interchange in a designated commercial area with residential housing in the immediate area. Additionally, truck traffic and particulate matter pollution would be problematic at this location. Although the area has been identified as having a mineral resource, given its designated land use and site limitations described above, the site is not a viable location for a quarry operation. Therefore, the loss of this area for aggregate extraction is not significant.

Mitigation

None necessary

Documentation

California Division of Mines and Geology. "Mineral Classification Report for Nevada County." 1990.

Nevada County General Plan. Chapter 1: Land Use Element. http://www.mynevadacounty.com/nc/cda/planning/docs/General%20Plan/Volume%201.%20Nevada%20County%20General%20Plan%20%281995%20with%202008%20and%202010%20updates%29/Chp%2001.%20Land%20Use%20General%20Plan%20Vol%20I%20Sec.%202%201995.pdf.

Town of Truckee 2025 General Plan. "Draft Environmental Impact Report." Chapter 4.5: Geology, Soils, and Seismicity. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1278.

Town of Truckee 2025 General Plan. Chapter 2: Land Use Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
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?	❑	❑	❑	X
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❑	❑	❑	X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	❑	X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	X	❑
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 project area to excessive noise levels?	❑	❑	❑	X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	X

Discussion

a.

Project implementation would not result in an increase in noise levels in the long term, but would increase noise levels during construction, as discussed below. Because the project would be undertaken by the State of California, it would not be subject to noise standards established in local general plans or noise ordinances. However, the Department of General Services and California Highway Patrol will work with the Town of Truckee to ensure that construction noise levels are not excessive; this includes limiting construction activities to daytime hours.

b.

The proposed project would not expose people to, or generate excessive groundborne vibration or groundborne noise levels. In preparation of tower construction, activities would consist primarily of excavating, trenching, and concrete activities. Vertical construction would consist primarily of air tools and associated equipment (e.g., compressors, generator, etc.). Work would not involve the use of explosives, pile driving, or other intensive construction techniques that could generate significant groundborne noise or vibration.

c.

The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels that would exist without the project.

d.

The proposed project would result in temporary increases in ambient noise levels. Construction activities typically generate maximum noise levels ranging from 80 to 95 decibels (dBA) at a distance of 50 feet. Noise from construction activities generally attenuates at a rate of 6 dBA per doubling of distance. Typical sound levels and relative loudness for various types of noise environments are described in Table 4. Generally speaking, construction noise levels at and near the project area would fluctuate, depending on the number and type of construction equipment operating at any

given time. Given that construction would be confined to the daytime hours, and that construction activities generating significant noise levels would be confined to a 30- to 60-day period, construction noise levels would be less than significant.

Table 4
Examples of A-Weighted Sound Levels and Relative Loudness

Sound Source	Sound Level (dBA)	Relative Loudness (approximate)
Jet aircraft, 100 feet	130	128
Rock music with amplifier	120	64
Thunder, snowmobile (operator)	110	32
Boiler shop, power mower	100	16
Orchestral crescendo at 25 feet, noisy kitchen	90	8
Busy street	80	4
Interior of department store	70	2
Ordinary conversation, 3 feet away	60	1
Quiet automobile at low speed	50	1/2
Average office	40	1/4
City residence	30	1/8
Quiet country residence	20	1/16
Rustle of leaves	10	1/32
Threshold of hearing	0	1/64

Source: U.S. Department of Housing and Urban Development, 1972

e, f.
The airport nearest the project site is the Truckee-Tahoe Airport, which is located almost three miles from the site. Due to the airport's relatively small traffic volume and its distance from the project location, people working within the project area would not be exposed to excessive aircraft-generated noise levels.

Mitigation
None necessary

Documentation
Town of Truckee 2025 General Plan. Chapter 8: Noise Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1228.
Truckee Municipal Code – Title 18, Development Code. Chapter 18.44.070.
http://www.townoftruckee.com/index.aspx?page=125.
Wilsey & Ham and Bolt, Beranek & Newman, Inc.. Prepared for U.S. Department of Housing and Urban Development. "Aircraft Noise Impact: Planning Guidelines for Local Agencies." U.S. Government Printing Office, Pasadena, CA. 1972.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
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)?	❑	❑	❑	X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	X

Discussion

a.

Project implementation would not induce substantial population growth in the area. No new homes or businesses are proposed, nor would any utilities be extended beyond the project site.

b.

Project implementation would not remove any existing housing.

c.

Project implementation would not remove any developed land uses; therefore, no people would be displaced.

Mitigation

None necessary

Documentation

Town of Truckee 2025 General Plan. Chapter 2: Land Use Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Town of Truckee 2025 General Plan. Chapter 5: 2007-2014 Housing Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=4385.

Town of Truckee 2025 General Plan. "Draft Environmental Impact Report." Chapter 4.10: Population, Employment and Housing. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1273.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

14. PUBLIC SERVICES.

a. Would the project 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 public services:

i.	Fire protection?	❑	❑	❑	X
ii.	Police protection?	❑	❑	❑	X
iii.	Schools?	❑	❑	❑	X
iv.	Parks?	❑	❑	❑	X
v.	Other public facilities?	❑	❑	❑	X

Discussion

a-i, ii.

The project would not substantially adversely affect fire or police protection services. The increased emergency communications capability provided by the project would enhance provision of such services.

a-iii.

The proposed project does not include the construction of any new housing units and would not result in any increase in the County's population or increased numbers of students served by local schools.

a-iv.

The proposed project does not include the provision of any new recreational facilities nor would it adversely affect any existing recreational facilities.

a-v.

Implementation of the proposed project is not expected to result in a significant impact on other public facilities.

Mitigation

None necessary

Documentation

Town of Truckee 2025 General Plan. Chapter 2: Land Use Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Town of Truckee 2025 General Plan. "Draft Environmental Impact Report". Chapter 4.11: Public Services.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1272.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION. Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❑	❑	❑	X

Discussion

a, b.

The proposed project does not include the provision of any new recreational facilities nor would it adversely affect any existing recreational facilities.

Mitigation

None necessary

Documentation

Town of Truckee 2025 General Plan. Chapter 2: Land Use Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Town of Truckee 2025 General Plan. Chapter 7: Conservation and Open Space Element. http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1229.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION AND CIRCULATION. Would the project:				
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?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	❑	X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	X
e. Result in inadequate emergency access?	❑	❑	❑	X
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?	❑	❑	X	❑

Discussion

a, b.

Replacement of the existing communications system with the proposed tower and vault would not result in any new traffic in the long-term, and would not conflict with existing plans, ordinance, policies or programs. Short-term increases in traffic volume would occur during project construction. The Department of General Services and California Highway Patrol will work closely with the Town of Truckee to minimize traffic and circulation issues that could be caused by project construction. To this end, traffic will be routed to the site from State Route 89 to avoid the residential neighborhood to the east.

c.

The proposed project does not involve any aviation-related uses.

d.

The proposed project does not involve road construction nor would it introduce incompatible traffic types on local roads as a result of project operation. Construction equipment use on local roadways would be limited to the construction period and would be minimized to the greatest extent practicable. As noted above, the Department of General Services and California Highway Patrol will work closely with the Town of Truckee to minimize traffic and circulation issues that could be caused by project construction. No significant increase in traffic hazards would occur as a result of project implementation.

e.
The proposed project would not adversely affect emergency access.

f.
The proposed project is not subject to local plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities. Given the short duration period of project construction activities, effects on such facilities would be less than significant.

Mitigation
None necessary

Documentation
Town of Truckee 2025 General Plan. Chapter 4: Circulation Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1212.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	X
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?	❑	❑	❑	X
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?	❑	❑	X	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❑	❑	X	❑
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	X	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	X

Discussion

a.

The proposed project would not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Lahontan Region. Minor quantities of wastewater may be generated during project construction, but no additional wastewater would be generated during project operation

b.

The proposed project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. Project construction would have only a negligible, temporary effect on water and wastewater facilities, and no impacts would occur in the long term.

c.

The proposed project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities. The project would result in only negligible overcovering of soils and a commensurate increase in storm water runoff. The effect of the project on storm water drainage facilities would be less than that of a single-family house.

d.

The proposed project would not require additional water supplies or new or expanded entitlements. Relatively small amounts of water would be consumed during project construction, and no increase in water consumption would occur as a result of project operation.

e.
The proposed project would require negligible wastewater treatment during project construction, but project operation would not generate any additional wastewater. No measureable change in wastewater treatment capacity would occur as a result of project implementation.

f.
Construction of the proposed project would result in a minimal amount of debris requiring disposal at a landfill. This one-time impact is not expected to significantly affect the capacity of local landfills.

g.
The proposed project would comply with all applicable statutes and regulations as they relate to solid waste.

Mitigation
None necessary

Documentation
Town of Truckee 2025 General Plan. Chapter 2: Land Use Element.
http://www.townoftruckee.com/Modules/ShowDocument.aspx?documentid=1206.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project 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?	X	❑	❑	❑
b. Does the project have impacts that are 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)?	❑	❑	X	❑
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	X	❑

Discussion

a.

As documented in this Initial Study, implementation of the project as proposed could result in disturbance of subsurface cultural resources and aesthetic impacts. These potentially significant environmental impacts will be addressed in the Environmental Impact Report to be prepared for the project.

b.

Based on the discussion and findings in all Sections above, there is no evidence to suggest that the project would have impacts that are cumulatively considerable.

c.

As discussed herein, the project does not have characteristics that could cause substantial adverse effects on human beings, either directly or indirectly.

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APPENDIX A.

- Rarefind (CNDDB) Report Summary
- U.S. Fish and Wildlife Service Federal Endangered and Threatened Species list for the Truckee quadrangle
- Evaluation of the Potential for Special-Status and Other Species Identified in CNDDB Records Search to Occur in the Project Area
- Checklist of Vascular Plant Species Observed

Appendix A - RAREFIND (CNDDB) REPORT SUMMARY (April 2012 Data)
California Highway Patrol Communication Towers and Vaults Project – Truckee Site

Listed Element	Quadrangle[1]										Status[2]
	IN	HO	BO	SO	TR	NO	MA	GR	TA	KI	
Animals											
Amphibious caddisfly		●				●					None
Bald eagle			●			●					FD, SE, SFP
Black swift				●		●					SSC
California wolverine	●	●							●		ST, SFP
Cold Spring caddisfly	●	●									None
Cooper's hawk						●					None
Gray-headed pika				●		●					None
Great Basin rams-horn										●	None
Kings Canyon cryptochian caddisfly		●				●					None
Kings Creek ecclysomyian caddisfly		●									None
Lahontan cutthroat trout	●				●		●		●		FT
Lake Tahoe benthic stonefly										●	None
Long-legged bat									●		None
Northern goshawk	●	●			●	●	●		●		SSC
Osprey						●					None
Pacific fisher		●									FC, SSC
Sagehen Creek goeracean caddisfly		●									None
Sierra marten	●	●						●		●	None
Sierra Nevada mountain beaver	●	●			●	●	●	●	●		SSC
Sierra Nevada red fox	●				●	●					ST
Sierra Nevada snowshoe hare	●	●			●						SSC
Sierra Nevada yellow-legged frog	●	●					●	●	●		FC, SSC
Silver-haired bat		●									None
Willow flycatcher	●	●			●	●	●				SE
Yellow warbler					●	●			●		SSC
Plants											
Alder buckthorn		●			●	●			●		2.2
American manna grass									●		2.3
Bolander's bruchia						●					2.2
Broad-nerved hump-moss	●	●				●					2.2
Common moonwort	●	●			●	●					2.3
Davy's sedge	●	●							●		1B.3
Donner Pass buckwheat	●				●	●		●	●		1B.2
English sundew	●	●									2.3
Galena Creek rock-cress							●				1B.2
Liddon's sedge		●									2.3
Long-petaled lewisia	●					●		●			1B.3
Marsh skullcap					●						2.2
Mud sedge	●	●									2.2
Munroe's desert mallow									●		2.2
Plumas ivesia	●	●	●		●		●				1B.2
Santa Lucia dwarf rush						●	●				1B.2

Appendix A - RAREFIND (CNDDB) REPORT SUMMARY (April 2012 Data)
California Highway Patrol Communication Towers and Vaults Project – Truckee Site

Listed Element	Quadrangle[1]										Status[2]
	IN	HO	BO	SO	TR	NO	MA	GR	TA	KI	
Starved daisy	●			●		●					1B.3
Tahoe yellow-cress					●					●	FC, SE, 1B.1
Three-ranked hump moss		●									4.2
Natural Communities											
Fen		●									NA
Great Basin cutthroat trout/Paiute sculpin stream	●	●									NA
Great Basin sucker/dace/redside stream with cutthroat trout		●									NA

Highlighting denotes the quadrangle in which the project site is located. No occurrences within the search radius were reported in the Webber Peak quadrangle. No special-status species have been previously reported on the project site.

[1]Quadrangle Code

IN = Independence Lake
HO = Hobart Mills
BO = Boca
SO = Soda Springs
NO = Norden
TR = Truckee
MA = Martis Peak
GR= Granite Chief
TA = Tahoe City
KI = Kings Beach

[2]Status Codes

Federal/State

FE = Federally Listed – Endangered
FT = Federally Listed – Threatened
FC = Federal Candidate Species
FD = Federally Delisted
SE = State Listed – Endangered
ST = State Listed – Threatened
SSC = State Species of Concern
SFP = State Fully Protected

California Native Plant Society

List 1A = Plants Presumed Extinct in California
List 1B = Plants Rare, Threatened or Endangered in California and Elsewhere
List 2 = Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
List 3 = Plants About Which We Need More Information – A Review List
List 4 = Plants of Limited Distribution – A Watch List

Threat Ranks

0.1 = Seriously Threatened in California
0.2 = Fairly Threatened in California
0.3 = Not Very Threatened in California

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the TRUCKEE (554C) U.S.G.S. 7 1/2 Minute Quad

Database last updated: September 18, 2011

Report Date: May 14, 2012

Listed Species

Fish

Oncorhynchus (=Salmo) clarki henshawi

Lahontan cutthroat trout (T)

Candidate Species

Amphibians

Rana muscosa

mountain yellow-legged frog (C)

Mammals

Martes pennanti

fisher (C)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration

Fisheries Service. Consult with them directly about these species.

- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Wildlife		
Amphibious caddisfly *Desmona bethula*	Larvae of the amphibious caddisfly inhabit small spring-fed streams with slow currents in wet meadows. The final instar larval stage may leave the water at night to browse on riparian vegetation. Adult emergence peaks in early October, with scattered adults found from late August to early December. Emergence occurs during the warmest part of the day, and adults immediately fly up to lodgepole pines and rest on branches. Mating occurs soon afterwards and fertilized eggs are deposited in streams.	Spring-fed streams do not occur on the project site. The amphibious caddisfly would thus not be present.
Bald eagle *Haliaeetus leucocephalus*	The bald eagle nests in large, old-growth trees or snags in mixed stands near open bodies of water. Adults tend to use the same breeding areas year after year and often use the same nest, though a breeding area may include one or more alternate nests. Bald eagles usually do not begin nesting if human disturbance is evident. In California, the bald eagle nesting season is from February through July.	The project site is located in an urban setting and is regularly disturbed by human activities. No aquatic habitat or trees suitable for nesting occur on the site or in the immediate vicinity, nor were bald eagle nests observed. The bald eagle would thus not nest on site.
Black swift *Cypseloides niger*	Black swifts breed in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea bluffs.	The project site lacks suitable nesting habitat for the black swift. The black swift would thus not nest on the site.
California wolverine *Gulo gulo luteus*	California wolverines occur in a variety of forest habitat types from 1,600 to 11,000 feet above sea level. Wolverines den in caves, cliffs, hollow logs, cavities underground or in snow, or in beaver lodges. Wolverines are very sensitive to human activities and often abandon den sites in response to human disturbance.	The project site is located in an urban setting and is regularly disturbed by human activities. The California wolverine would thus not den on the site.
Cold Spring caddisfly *Lepidostoma ermanae*	Larvae of the Cold Spring caddisfly inhabit cold springs in the Sagehen Creek watershed in the northern Sierra Nevada. Larvae transform into adults and adults emerge from the stream to mate in mid-July and mid-August. The habitat requirements of adults have not been described.	Springs do not occur on the project site. The Cold Spring caddisfly would thus not be present.
Cooper's hawk *Accipiter cooperi*	Cooper's hawk is primarily a year-round resident in California. The species is often associated with landscapes where wooded areas occur in patches and groves. Dense stands with moderate crown depths are used for nesting.	Dense stands of trees do not occur on the project site. Cooper's hawk is thus not expected to nest on the project site.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Gray-headed pika *Ochotona princeps schisticeps*	The gray-headed pika inhabits talus slopes in the vicinity of upper montane meadows and talus slopes near or above the treeline.	Talus slopes do not occur on the project site. The gray-headed pika would thus not be present.
Great Basin rams-horn *Helisoma newberryi*	The Great Basin rams-horn is an aquatic snail that inhabits mud substrates in springs, spring-fed streams, slow-flowing rivers, and large lakes.	Aquatic habitat does not occur on the project site. The Great Basin rams-horn would thus not be present.
Kings Canyon cryptochian caddisfly *Cryptochia excella*	Larvae of the Kings Canyon cryptochian caddisfly inhabit cold, spring-fed streams in the Sagehen Creek and Onion Creek watersheds of the northern Sierra Nevada. Larvae transform into adults and adults emerge from the stream to mate in June and July. The habitat requirements of adults have not been described.	Aquatic habitat does not occur on the project site. The Kings Canyon cryptochian would thus not be present.
Kings Creek ecclysomyian caddisfly *Ecclisomyia bilera*	Larvae of the Kings Creek ecclysomyian caddisfly inhabit cold, spring-fed streams. Larvae generally associate with rock and gravel substrates. Larvae transform into adults and adults emerge from the stream to mate between May and August. The habitat requirements of adults have not been described.	Aquatic habitat does not occur on the project site. The Kings Creek ecclysomyian would thus not be present.
Lahontan cutthroat trout *Oncorhynchus clarkii henshawi*	Lahontan cutthroat trout are found in a wide variety of cold-water habitats in the Lahontan Basin, including large terminal alkaline lakes, alpine lakes, slow meandering rivers, mountain rivers, and small headwater tributary streams. Generally, Lahontan cutthroat trout occur in cool flowing water with available cover of well-vegetated and stable stream banks, in areas where there are stream velocity breaks, and in relatively silt-free, rocky riffle-run areas. Lahontan cutthroat trout spawn in gravel within riffles.	Aquatic habitat does not occur on the project site. The Lahontan cutthroat trout would thus not be present.
Lake Tahoe benthic stonefly *Capnia lacustra*	The Lake Tahoe benthic stonefly is found only in Lake Tahoe and spends its entire life cycle in association with submerged aquatic vegetation in deep-water (the species is generally found between 200 and 900 feet below the surface).	The project site is outside the Lake Tahoe basin and has no suitable aquatic habitat. The Lake Tahoe benthic stonefly would thus not be present.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Long-legged bat *Myotis volans*	Long-legged bats are generally found in woodlands and coniferous forests above 4,000 feet in elevation. Trees are important for day roosting; mines and caves are utilized for night roosting. Nursery colonies are often found under bark or in hollow trees, and occasionally in crevices or buildings.	Trees on the project site provide potentially suitable roosting habitat for the long-legged bat. The long-legged bat thus has a moderate potential to be present.
Northern goshawk *Accipiter gentilis*	Northern goshawks generally nest on north-facing slopes near water in old-growth coniferous and deciduous forests. Goshawks use old nests and maintain alternate nest sites.	Old-growth forests do not occur on the project site, nor does aquatic habitat occur on or adjacent to the site. Further, no goshawk nests were observed on the site. The northern goshawk is thus not expected to nest on the site.
Osprey *Pandion haliaetus*	Ospreys nest on large decadent trees or structures such as powerline towers, buildings, and bridges near large fish-bearing water bodies. Ospreys are primarily associated with pine and mixed-conifer habitats, although urban or suburban nests are not unusual.	The project site is located in an urban setting and is regularly disturbed by human activities. No aquatic habitat or trees suitable for nesting occur on the site or in the vicinity, nor were any osprey nests observed. The osprey would thus not nest on site.
Pacific fisher *Martes pennanti pacificus*	Pacific fishers primarily inhabit mixed conifer forests dominated by Douglas-fir, although they also are encountered frequently in higher elevation fir and pine forests, and mixed evergreen/broadleaf forests. Suitable habitat for Pacific fishers consists of large areas of mature, dense forest stands with snags and greater than 50 percent canopy closure. Fishers den in cavities in large trees, snags, logs, rocky areas, or shelters provided by slash or brush piles. Pacific fishers are very sensitive to human activities; den sites are most often found in areas with no human disturbance.	The project site is located in an urban setting and is regularly disturbed by human activities. The Pacific fisher would thus not den on the site.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Sagehen Creek goeracean caddisfly *Goeracea oregona*	Larvae of the Sagehen Creek goeracean caddisfly inhabit relatively warm, spring-fed streams in Sierra and Nevada counties, and possibly in Marin County. Larvae are usually found on rocks, and feed on fine particles and vascular plant parts that they scrape with their toothless mandibles. Larvae transform into adults and adults emerge from the stream to mate between June and October. The habitat requirements of adults have not been described.	Spring-fed streams do not occur on the project site. The Sagehen Creek goeracean would thus not be present.
Sierra marten *Martes americana sierrae*	The Sierra marten, a subspecies of the American marten, inhabits old-growth coniferous forests with greater than 40 percent canopy cover in the Sierra Nevada and Cascade Range. Martens den in rock crevices, burrows, or cavities in trees, stumps, and logs.	The project site is located in an urban setting and is regularly disturbed by human activities. Further, canopy cover on the site is less than 40 percent. The Sierra marten would thus not den on the site.
Sierra Nevada mountain beaver *Aplodontia rufa californica*	The Sierra Nevada mountain beaver, a subspecies of the mountain beaver, is found primarily in montane riparian habitats in the Sierra Nevada. Burrows are located in deep, friable soils shrouded by dense thickets of riparian vegetation near a stream or spring.	Montane riparian forest does not occur on the project site. The Sierra Nevada mountain beaver would thus not be present.
Sierra Nevada red fox *Vulpes vulpes necator*	The Sierra Nevada red fox inhabits remote mountainous areas where encounters with humans are rare. Preferred habitat appears to be red fir and lodgepole pine forests in the subalpine and alpine zones of the Sierra Nevada. This species may hunt in forest openings, meadows, and barren rocky areas associated with its high elevation habitats.	The project site is located in an urban setting and is regularly disturbed by human activities. The Sierra Nevada red fox would thus not den on the site.
Sierra Nevada snowshoe hare *Lepus americanus tahoensis*	The Sierra Nevada snowshoe hare, a subspecies of the snowshoe hare, is found only in the Sierra Nevada. Dense cover is preferred, either in understory thickets of montane riparian forest, or in ceanothus and manzanita-dominated understories of young coniferous forests.	Montane riparian forest does not occur on the project site. Young conifers with and chaparral species are present. However, the chaparral forms a sparse understory and does not include manzanita or ceanothus. In consideration of the above habitat conditions, the Sierra Nevada snowshoe hare is not expected to be present.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Sierra Nevada yellow-legged frog *Rana sierrae*	The Sierra Nevada yellow-legged frog associates with perennial streams, lakes, ponds, and wet meadows between 4,500 and 12,000 feet above sea level along the western slope of the Sierra Nevada. Populations are reported from Fresno County north to Plumas County.	Aquatic habitat does not occur on the project site. The Sierra Nevada yellow-legged frog would thus not be present.
Silver-haired bat *Lasionycteris noctivagans*	Silver-haired bats occur in coastal and montane forests. Silver-haired bats roost in hollow trees, snags, rock crevices, caves, and under bark.	Trees on the project site provide potentially suitable roosting habitat for the silver-haired bat. The silver-haired bat thus has a moderate potential to be present.
Willow flycatcher *Empidonax traillii*	Willow flycatchers nest in dense willow thickets bordering wet meadows or ponds between 2,000 and 8,000 feet in elevation.	Willow thickets do not occur on the project site. The willow flycatcher would thus not nest on the site.
Yellow warbler *Dendroica petechia brewsteri*	In migration, the yellow warbler is found in a variety of sparse to dense woodland and forest habitats. During the breeding season, the yellow warbler frequents open to medium-density woodlands and forests with a heavy brush understory. The yellow warbler primarily nests in riparian woodlands from sea level to approximately 8,000 feet in elevation; nesting also occurs in shrubs in open coniferous forests. Nesting sites often have a dense understory.	The project site does not support riparian forest or a dense shrub layer. Nonetheless, the species has a slight potential to nest in on-site vegetation.
Plants		
Alder buckthorn *Rhamnus alnifolia*	Alder buckthorn, a deciduous shrub, occurs around meadows and seeps in montane coniferous forests. The species is reported between 4,500 and 7,000 feet in elevation. The flowering period is May through July.	Meadows and/or seeps do not occur on the project site. Alder buckthorn was not observed during the botanical survey and is not expected to be present.
American manna grass *Glyceria grandis*	American manna grass, a perennial herb, occurs in wet meadows and along ditches, streams, and/or ponds. The species is reported between sea level and 6,500 feet in elevation. The flowering period is June through August.	Meadows and/or other aquatic habitats do not occur on the project site. American manna grass was not observed during the botanical survey and is not expected to be present.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Bolander's bruchia *Bruchia bolanderi*	Bolander's bruchia is a moss that grows on damp, clay soils in meadows, around fens and springs, and/or along streams. The species is reported between 5,500 and 9,200 feet in elevation.	Meadows, fens, and/or other aquatic habitats do not occur on the project site, nor are damp soils present. Bolander's bruschia was not observed during the botanical survey and is not expected to be present.
Broad-nerved hump moss *Meesia uliginosa*	Broad-nerved hump moss occurs on damp soil around meadows and seeps in upper montane coniferous forests.	Meadows and/or seeps do not occur on the project site, nor are damp soils present. Broad-nerved hump moss was not observed during the botanical survey and is not expected to be present.
Common moonwort *Botrychium lunaria*	Common moonwort is a perennial herb that occurs in meadows and seeps in montane coniferous forests. The species is reported between 6,500 and 11,200 feet in elevation.	Meadows and/or seeps do not occur on the project site. Common moonwort was not observed during the botanical survey and is not expected to be present.
Davy's sedge *Carex davyi*	Davy's sedge, a perennial herb, occurs in or around moist to wet habitats in upper montane coniferous forest and subalpine coniferous forest. The species is reported between 4,900 and 10,500 feet in elevation. The flowering period is May through August.	Moist or wet habitats do not occur on the project site. Davy's sedge was not observed during the botanical survey and is not expected to be present.
Donner Pass buckwheat *Eriogonum umbellatum* var. *torreyanum*	Donner Pass buckwheat occurs on steep slopes and ridge-tops, and on areas with rocky volcanic soils, usually in bare or sparsely vegetated areas. The species is reported between 6,100 and 8,600 feet in elevation. The flowering period is July through September.	Alluvial soil on the project site contains a mixture of granitic and volcanic rocks, and provides potentially suitable habitat for Donner Pass buckwheat. However, Donner Pass buckwheat was not observed during the botanical survey and is not expected to be present.
English sundew *Drosera anglica*	English sundew occurs in bogs, fens, and wet meadows, between 4,200 and 6,600 feet in elevation. The flowering period is June through September.	Bogs, fens, and/or wet meadows do not occur on the project site. English sundew was not observed during the botanical survey and is not expected to be present.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Galena Creek rock-cress *Arabis rigidissima* var. *demota*	Galena Creek rock-cress, a perennial herb, occurs in well-drained, stony soil underlain by volcanic rock, in broad-leaved upland forests or in upper montane coniferous forests. The species is reported between 7,400 and 8,400 feet in elevation. The flowering period is August.	Alluvial soil on the project site contains a mixture of granitic and volcanic rocks, and provides potentially suitable habitat for Galena Creek rock-cress. However, Galena Creek rock-cress was not observed during the botanical survey and is not expected to be present.
Liddon's sedge *Carex petasata*	Liddon's sedge occurs in meadows and coniferous forest between 1,900 and 10,900 feet in elevation. The flowering period is May through July.	Meadows do not occur on the project site. Liddon's sedge was not observed during the botanical survey and is not expected to be present.
Long-petaled lewisia *Lewisia longipetala*	Long-petaled lewisia, a perennial herb, occurs in alpine boulder and rock fields. The species is reported between 8,200 and 9,600 feet in elevation. The flowering period is July and August.	Alpine boulder or rock fields do not occur on the project site. Long-petaled lewisia was not observed during the botanical survey and is not expected to be present.
Marsh skullcap *Scutellaria galericulata*	Marsh skullcap occurs in marshes, swamps, meadows, and seeps within lower montane coniferous forests. The species is reported from sea level to 6,900 feet in elevation. The flowering period is June through September.	Marshes, swamps, meadows, and/or seeps do not occur on the project site. Marsh skullcap was not observed during the botanical survey and is not expected to be present.
Mud sedge *Carex limosa*	Mud sedge occurs in bogs, fens, meadows, marshes, and swamps. The species is reported between 3,900 and 8,900 feet in elevation. The flowering period is June through August.	Bogs, fens, meadows, marshes, and/or swamps do not occur on the project site. Mud sedge was not observed during the botanical survey and is not expected to be present.
Munroe's desert mallow *Sphaeralcea munroana*	Munroe's desert mallow, a perennial herb, occurs in Great Basin scrub. The only reported occurrence of the species is in the Squaw Creek basin of Placer County, at an elevation of approximately 6,600 feet. The species may be present at other locations where suitable habitat is present. The flowering period is May and June.	Great Basin scrub does not occur on the project site. Munroe's desert mallow was not observed during the botanical survey and is not expected to be present.

EVALUATION OF THE POTENTIAL FOR SPECIAL-STATUS SPECIES TO OCCUR ON THE PROJECT SITE

Species	Habitat Requirements	Potential to Occur on the Project Site
Plumas ivesia *Ivesia sericoleuca*	Plumas ivesia usually occurs on volcanic substrates in lower montane coniferous forest and Great Basin scrub, but is also found in meadows and vernal pools. The species is reported between 4,800 and 7,200 feet in elevation. The flowering period is May through October.	Alluvial soil on the project site contains a mixture of granitic and volcanic rocks, and provides potentially suitable habitat for Plumas ivesia. However, Plumas ivesia was not observed during the botanical survey and is not expected to be present.
Santa Lucia dwarf rush *Juncus luciensis*	Santa Lucia dwarf rush occurs in vernal pools, meadows, and streamsides. The species is reported between 1,000 and 1,700 feet in elevation. The flowering period is April through July.	Vernal pools, meadows, and/or streams do not occur on the project site. Santa Lucia dwarf rush was not observed during the botanical survey and is not expected to be present.
Starved daisy *Erigeron miser*	Starved daisy, a perennial herb, occurs on rocky, granitic outcrops in upper montane coniferous forests. The species is reported between 6,000 and 8,600 feet in elevation. The flowering period is June through October.	Granite outcrops do not occur on the project site. Starved daisy was not observed during the botanical survey and is not expected to be present.
Tahoe yellow cress *Rorippa subumbellata*	Tahoe yellow cress, a perennial herb endemic to the Lake Tahoe vicinity, occurs on decomposed granite around alpine lakes, in meadows and seeps, and in montane riparian habitats. The species is reported between 6,200 and 7,900 feet in elevation. The flowering period is May through September.	Lakes, meadows, seeps, and/or riparian habitats do not occur on the project site. Tahoe yellow cress was not observed during the botanical survey and is not expected to be present.
Three-ranked hump moss *Meesia triquetra*	Three-ranked hump moss occurs on mesic soils in association with bogs, fens, meadows, and seeps. The species is reported between 4,200 and 9,700 feet in elevation.	Bogs, fens, meadows, and/or seeps do not occur on the project site. Three-ranked hump moss was not observed during the botanical survey and is not expected to be present.

CHECKLIST OF VASCULAR PLANT SPECIES OBSERVED
California Highway Patrol Communication Towers and Vaults Project - Truckee
July 21, 2011

Asteraceae	**Sunflower Family**
Achillea millefolium	Common yarrow
Agoseris grandiflora	Large-flowered agoseris
Agoseris heterophylla	Annual agoseris
Artemisia tridentata	Big sagebrush
Chamomilla suaveolens	Pineapple weed
Ericameria sp.	Goldenbush
Lactuca serriola	Prickly lettuce
Madia sp.	Madia
Madia exigua	Thread-stemmed madia
Taraxacum officinale	Dandelion
Tragopogon dubius	Goat's beard
Boraginaceae	**Borage Family**
Cryptantha affinis	Quill cryptantha
Cryptantha simunlans	Pine cryptantha
Brassicaceae	**Mustard Family**
Lepidium sp.	Peppergrass
Sisymbrium altissimum	Tumble-mustard
Caprifoliaceae	**Honeysuckle Family**
Lonicera conjugialis	Purpleflower honeysuckle
Caryophyllaceae	**Pink Family**
Spergularia rubra	Ruby sand spurry
Chenopodiaceae	**Goosefoot Family**
Chenopodium sp.	Goosefoot
Cyperaceae	**Sedge Family**
Carex multicostata	Manyrib sedge
Fabaceae	**Legume Family**
Lotus micranthus	Miniature lotus
Lotus purshianus	Spanish lotus
Lupinus lepidus var. *sellulus*	Donner Lake lupine
Grossulariaceae	**Gooseberry Family**
Ribes cereum var. *cereum*	Wax currant
Hydrophyllaceae	**Waterleaf Family**
Phacelia hastata	Silverleaf phacelia
Onagraceae	**Evening-Primrose Family**
Gayophytum sp.	Groundsmoke

CHECKLIST OF VASCULAR PLANT SPECIES OBSERVED

California Highway Patrol Communication Towers and Vaults Project - Truckee

July 21, 2011

Paeoniaceae	**Peony Family**
Paeonia brownii	Brown's peony
Pinaceae	**Pine Family**
Pinus contorta	Lodgepole pine
Pinus jeffreyi	Jeffrey pine
Poaceae	**Grass Family**
Achnatherum occidentale ssp. *californicum*	California needlegrass
Bromus carinatus var. *carinatus*	California brome
Bromus tectorum	Downy brome
Elymus elymoides	Squirreltail
Poa bulbosa	Bulbous bluegrass
Polemoniaceae	**Phlox Family**
Allophyllum giliodes var. *violaceum*	Dense false gilyflower
Collomia grandiflora	Large-flowered collomia
Polygonaceae	**Buckwheat Family**
Rumex acetosella	Sheep sorrel
Portulacaceae	**Purslane Family**
Calyptridium umbellatum	Pussypaws
Rosaceae	**Rose Family**
Purshia tridentata var. *tridentata*	Antelope bush
Rubiaceae	**Madder Family**
Kelloggia galioides	Milk kelloggia
Scrophulariaceae	**Snapdragon Family**
Mimulus torreyi	Torrey's monkey-flower
Verbascum thapsus	Woolly mullein

Department of General Services, The Ziggurat April 25, 2012
RESD - Environmental Services
Brian Wilkinson, Senior Environmental Planner
3rd Floor, Room 3-401 Mailstop 509
P.O. Box 989052
West Sacramento, CA 95798-9052
(916) 376-1605

Re: California Highway Patrol Area Office Tower and Vault Project - Truckee, CA

In 2010 the Truckee Office of the California Highway Patrol erected a 90 foot communications tower next to the existing 55 foot tower, without any public notification or solicitation of comments from the community. This project gives us the ability to voice our concerns for the first time.

We live on Tahoe Drive and have a direct line of sight to the two existing towers. We are quite concerned about our level of exposure to the electromagnetic radiation being emitted by the existing facility.

The existing towers emit electromagnetic radiation towards the homes in the Gateway housing subdivision directly behind it. Truckee High School, Truckee Elementary School, The KidZone Museum, the Truckee Family Center, and multiple sports fields are all located within one mile of the Truckee CHP Office. These community facilities also have a direct line of sight, therefore exposure, to radiation, from the existing towers.

There is sufficient scientific evidence to determine that exposure to electromagnetic radiation has a detrimental effect on living beings. Those effects are believed to be more damaging to children than adults.

The proposal indicates that the new tower would be located approximately two hundred feet south of the current tower position. Since the proposal also indicates that the equipment would be upgraded as part of the scope of this project, we assume that it would be a larger, taller tower with a more powerful system. As a result, our exposure to electromagnetic radiation would likely increase.

We are asking for monitoring equipment to be installed in the homes behind the CHP office, and in the facilities used by our children, to test the emissions from the existing towers to determine exactly what levels of electromagnetic radiation exposure are present before proceeding with a new, larger tower on the adjacent 0.09 acre parcel.

Based on the findings, mitigation, remediation, and or other measures may be necessary, including relocating the tower to an area that is not in such close proximity to residences, areas where people gather, and our schools.

Elizabeth & Christopher Burton

11214 Tahoe Drive Truckee, CA 96161

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

June 1, 2012

JUN 05 2012
REAL ESTATE
SERVICES DIVISION
ENVIRONMENTAL SERVICES SECTION

To: Reviewing Agencies

Re: CHP Truckee Area Office Tower and Vault Project
SCH# 2012062001

Attached for your review and comment is the Notice of Preparation (NOP) for the CHP Truckee Area Office Tower and Vault Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Brian Wilkinson
California Highway Patrol
PO Box 989052
707 Third Street, 3rd Floor
West Sacramento, CA 95798-9052

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2012062001
Project Title CHP Truckee Area Office Tower and Vault Project
Lead Agency California Highway Patrol

Type NOP Notice of Preparation

Description CHP, with the assistance of the Department of General Services, is proposing to replace and upgrade the Truckee CHP telecommunications facility to meet the CHP's Enhanced Radio System requirements. The new facility would also be designed to meet CA Building Code (CBC) Title 24 Standards including Essential Services requirements. The proposed project includes acquisition of a 0.09-acre site adjacent to the CHP Truckee Area Office, construction of a new self-supporting, four-leg, 120-foot-tall tower and an equipment vault, underground utility line installation, and fencing and landscaping of the tower site. Upon completion of construction, two existing towers at the CHP Area Office would be removed; these towers are approximately 55 feet and 92 feet in height. Refer to the attached IS for additional project information.

Lead Agency Contact

Name Brian Wilkinson
Agency California Highway Patrol
Phone 916 376 1605 **Fax**
email
Address PO Box 989052
707 Third Street, 3rd Floor
City West Sacramento **State** CA **Zip** 95798-9052

Project Location

County Nevada
City Truckee
Region
Cross Streets I-80/SR 89 S
Lat / Long
Parcel No.
Township 17N **Range** 16E **Section** 16 **Base** MDB&M

Proximity to:

Highways Hwy 80, 89, 267
Airports No
Railways UPRR
Waterways Truckee River, Donner Ck, Trout Ck, Coldstream Valley Ck, unnamed tributary
Schools Various
Land Use Undeveloped and CHP Area Office. Zoned - Public Facilities. GPD - Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Forest Land/Fire Hazard; Minerals; Noise; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Fish and Game, Region 2; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; Tahoe Regional Planning Agency; Caltrans, District 3; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe)

Date Received 06/01/2012 **Start of Review** 06/01/2012 **End of Review** 07/02/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

Appendix C

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2012062001

Project Title: CHP Truckee Area Office Tower and Vault Project

Lead Agency: California Highway Patrol — Contact Person: Brian Wilkinson

Mailing Address: P.O. Box 989052, 707 Third Street, 3rd Floor — Phone: (916) 376-1605

City: West Sacramento — Zip: 95798-9052 — County: Yolo

Project Location:

County: Nevada — City/Nearest Community: Town of Truckee

Cross Streets: Interstate 80/State Route 89 South — Zip Code: 96161

Assessor's Parcel No.: — Section: 16 — Twp.: 17N — Range: R16E — Base: MDBM

Within 2 Miles: State Hwy #: 80, 89, 267 — Waterways: Truckee River, Donner Ck,Trout Ck,Coldstream Valley Ck, unnamed tributa

Airports: None — Railways: Union Pacific Rlrd — Schools: Various

RECEIVED
JUN 1 2012
STATE CLEARING HOUSE

Document Type:

CEQA: ☒ NOP ☐ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) ☐ Mit Neg Dec ☐ Other

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational
☐ Recreational
Total Acres (approx.) <1

☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Communications Tower and Vault

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☒ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☐ Population/Housing Balance ☐ Public Services/Facilities
☐ Recreation/Parks ☐ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Wildlife ☐ Growth Inducing ☒ Land Use ☐ Cumulative Effects ☐ Other

Present Land Use/Zoning/General Plan Designation:

Undeveloped and CHP Area Office. Zoned - Public Facilities. General Plan Designation - Commercial.

Project Description: *(please use a separate page if necessary)*

The California Highway Patrol, with the assistance of the Department of General Services, is proposing to replace and upgrade the Truckee CHP telecommunications facility to meet the CHP's Enhanced Radio System requirements. The new facility would also be designed to meet California Building Code (CBC) Title 24 Standards including Essential Services requirements. The proposed project includes acquisition of a 0.09-acre site adjacent to the CHP Truckee Area Office, construction of a new self-supporting, four-leg, 120-foot-tall tower and an equipment vault, underground utility line installation, and fencing and landscaping of the tower site. Upon completion of construction, two existing towers at the CHP Area Office would be removed; these towers are approximately 55 feet and 92 feet in height. Refer to the attached Initial Study for additional project information.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Appendix C, continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____ Air Resources Board	____ Office of Historic Preservation
____ Boating & Waterways, Department of	____ Office of Public School Construction
S California Highway Patrol	____ Parks & Recreation
X Caltrans District # 3	____ Pesticide Regulation, Department of
X Caltrans Division of Aeronautics	X Public Utilities Commission
X Caltrans Planning (Headquarters)	____ Reclamation Board
____ Coachella Valley Mountains Conservancy	X Regional WQCB # 6
____ Coastal Commission	____ Resources Agency
____ Colorado River Board	____ S.F. Bay Conservation & Development Commission
____ Conservation, Department of	____ San Gabriel & Lower L.A. Rivers and Mtns Conservancy
____ Corrections, Department of	____ San Joaquin River Conservancy
____ Delta Protection Commission	____ Santa Monica Mountains Conservancy
____ Education, Department of	____ State Lands Commission
____ Energy Commission	____ SWRCB: Clean Water Grants
X Fish & Game Region # 2	____ SWRCB: Water Quality
____ Food & Agriculture, Department of	____ SWRCB: Water Rights
X Forestry & Fire Protection	____ Tahoe Regional Planning Agency
S General Services, Department of	____ Toxic Substances Control, Department of
____ Health Services, Department of	____ Water Resources, Department of
____ Housing & Community Development	
____ Integrated Waste Management Board	____ Other _____
____ Native American Heritage Commission	____ Other _____
X Office of Emergency Services	

Local Public Review Period (to be filled in by lead agency)

Starting Date June 4, 2012 Ending Date July 5, 2012

Lead Agency (Complete if applicable):

Consulting Firm: Department of General Services
Address: P.O. Box 989052, 707 Third Street, 3rd Floor, MS 509
City/State/Zip: West Sacramento, CA 95798-9052
Contact: Brian Wilkinson, Senior Environmental Planner
Phone: (916) 376-1605

Applicant: California Highway Patrol
Address: P.O. Box 942898 Sacramento, CA 94298
City/State/Zip: Sacramento, CA 94298
Phone: _____

Signature of Lead Agency Representative: (For B. Wilkinson) **Date:** 5/31/12

NOP Distribution List

County: Nevada OK SCH# 2012062001

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Dan Foster
- [ ] Central Valley Flood Protection Board
  James Herota
- [ ] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [ ] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [x] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [x] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [x] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jennifer Deleong
- [x] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [ ] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [x] Caltrans, District 3
  Bruce de Terra
- [ ] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- [ ] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [x] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____
- [ ] _____ Conservancy

Last Updated 5/24/2012

Department of General Services, The Ziggurat
RESD - Environmental Services
Brian Wilkinson, Senior Environmental Planner
3rd Floor, Room 3-401 Mailstop 509
P.O. Box 989052
West Sacramento, CA 95798-9052
(916) 376-1605

June 26, 2012

Re: California Highway Patrol Area Office Tower and Vault Project - Truckee, CA

We were unable to attend the CHP Tower and Vault Project Public Workshop held on April 25, 2012, so we submitted a letter to Truckee Town Council regarding our safety concerns about the project based on the limited information contained in the contact letter from the California Department of General Services on behalf of the California Highway Patrol. We have included a copy of that letter (see attached).

We received plans from Kristi Antuzzi, Project Manager, for the CHP tower that is being constructed in the valley for this new system. Now that we have seen the plans for a similar tower, we are even more concerned about our exposure to RF frequencies from this tower.

The location proposed for the tower places RF transmitters and microwave dishes within a few feet of the homes in Gateway Subdivision. Three Truckee schools, several sports fields and the major shopping area of town are within half a mile of the proposed tower. The parcels between Donner Pass Road and Donner Way (opposite Safeway) are just as close to homes, schools and businesses, and are just as objectionable as a location for an RF transmission tower.

We strongly object to the location of this tower as planned. We are already being exposed to RF radiation from the two existing antennas which were installed without EIR review or input from the residents of Truckee, or the residents of the adjacent homes in Gateway.

This tower installation is part of the California Highway Patrol Enhanced Radio System (CHPERS). The Enhancement Design Document, Revision 4.3r4, is available in PDF format on line.

The scope of the new CHPERS tower project evidently requires an EIR. Since this is a new communications platform, operating on frequencies not currently being utilized by the existing system, an EIR that measures the emissions from the existing towers will not give an accurate picture of our RF exposure from the new system. The stated lifespan of the proposed tower is 50 years. Once the tower is installed there would be no ability for residents to object to, or affect equipment changes or upgrades. The Enhancement Design Document already alludes to future equipment upgrades and installations that would not be covered by a currently produced EIR.

The EIR must address the capabilities of the equipment both present and future. Residents need to be informed regarding the range of power levels of the transmissions, range of frequency modulation for the voice and data transmission packets, and the hours per day of operation. The current levels of RF radiation exposure should also be included in the report.

There is mounting scientific evidence that RF exposure is harmful to living things. RF frequencies penetrate through walls. Children and adolescents are even more vulnerable than adults to the deleterious effects of RF exposure. There is no way to know how bad the effects of long term, cumulative exposure will be, but we would prefer not to be the guinea pigs for this experiment. Multiple studies are ongoing and the findings are already causing concern.

We'd also like to address the tower project on its aesthetics. We were stunned that the CHP would consider placing an unsightly, 120 foot tall, 4-legged steel strut communications tower covered with omnidirectional RF transmitters and 12 foot diameter microwave dishes, located at the primary Gateway to the Town of Truckee via Highway 80 and Highway 89! The steel structure would necessarily be much more substantial than the "valley version" to handle the snow load.

We have no idea how a tower the size of the one proposed could be visually mitigated. We suggest that a better solution would be to consider locating the new tower elsewhere in the Truckee area. According to the Enhancement Design Document, Revision 4.3r4, Sections 5.4.1 and 5.4.2, the tower could easily be operated as a remote site rather than a local site.

If the tower has to be within 1000 feet of the CHP facility, as claimed during the Truckee Town Council meeting on June 21, 2012, relocating the CHP facility away from the schools, businesses, and the Gateway neighborhood homes should be pursued. Since the CHP is seeking funding to demolish the existing facility and replace it with a new one anyway, relocation appears to be an excellent option. We have lived in Truckee for 33 years and it was always our understanding that the CHP planned to relocate the office to a more conducive location. Other possible locations that come to mind are as follows: The area adjacent to Highways 80, 89 North, and the 267 bypass. That area affords easy access to the highway system, and is near other large scale public-use structures with similar uses like the old and new Forest Service Station and the Parks and Rec Center. The area around the Agriculture Inspection Station and the Truckee Airport should be considered as viable options as well.

We are hopeful that a solution can be found that accommodates the CHP's need for a CHPERS tower without compromising the health, welfare, and safety of the people of the Town of Truckee by placing the tower in a densely populated area of Town.

Lisa & Chris Burton 11214 Tahoe Drive Truckee, CA 96161 530.587.4521

CAPITOL AVENUE
DEVELOPMENT & INVESTMENTS

528 Third Street
West Sacramento, CA 95605

Phone: (916) 374-1662
Fax: (916) 374-8447

June 26, 2912

Brian Wilkinson
Department of General Services
Real Estate Division/Environmental Services Section
707 3rd Street, 3rd Floor, MS509
P.O. Box 989052
West Sacramento, CA 95798-9052

RE: Notice of Preparation of Draft Environmental Impact Report
CHP Truckee Area Office Tower and Vault Project
Truckee, California

Brian:

The purpose of this letter is to provide additional comments from Capitol Avenue Development from the June 21, 2012 Public Hearing at the Town of Truckee Council Chambers. We are not opposed to the CHP Tower and Vault Project. However, we would like the attached property that we are under contract to purchase, be evaluated as an alternate location for the Tower and Vault. The property is identified as vacant property on the attached map and is further described as parcels 18-621-01, 02, 04, & 10 consisting of approximately 1.6 acres. We believe this location may provide superior camouflage to the tower and vault due to the topography of the property. We recognize that this is not a perfect location for a 120 Ft. tower, but with the tree line and rising slope may present added cover to conceal a majority of the tower from community view. We estimate the slope to be approximately 20 Ft above the current CHP Tower alternative. Additionally, we have talked with CHP and the property would allow the Tower to have the necessary line of sight to the mountain tops needed for CHP communications. We are amenable to discuss the exact location that provides the best screening from the Gateway neighborhood as well as the community in general. The property has adequate electrical power to accommodate the tower and vault use.

We would also welcome the opportunity to participate in the overall CHP facility project. We understand the current CHP building at 10077 Hwy. 89 is structurally unsound and the need for a new facility has been identified. The 1.6 acres of general commercial property which has been referred to Gateway Vista or Peaks Commercial Center can accommodate up to approximately 15,000 square ft. of general commercial use. We are available to discuss the Tower and Vault or part or all of the entire CHP program needs.

Set back the tower from the I80 view corridor and Donner Pass Road so as to minimize

CAPITOL AVENUE
DEVELOPMENT & INVESTMENTS

528 Third Street
West Sacramento, CA 95605

Phone: (916) 374-1662
Fax: (916) 374-8447

its visual impact.

Provide additional site area for increased CHP program as well as provide second point of access to CHP facility without routing traffic through the Gateway subdivision.

Assist in retaining and accommodating CHP and public safety needs.

Maintain and expand existing state/local investment in CHP facility.

Please contact us if you have any additional questions.

Sincerely,

Patrick McCuen

Brad Hays

CC: Joseph Trust
Truckee Town Council
Truckee Town Administration
California Dept. of General Services/CHP

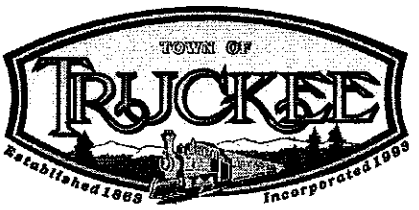
Attachments: Photographs
Property Map - Vacant Property in orange


Donner Pass Road
Bank of America
Vacant Property
Existing CHP
Donner Way
Existing Residential
State Route 89
TAHOE
VISTA
AVENUE
Vista Ave
DONNER
WAY
621
624
625
Imagery Date: 6/14/2011

Existing CHP office

Donner Pass Road Frontage

DPR - Hwy 89 Intersection



June 28, 2012

Brian Wilkinson, Senior Environmental Planner
California Department of General Services
Real Estate Services Division, Environmental Services Section
P.O. Box 989052
West Sacramento, CA 95798-9052

RE: Notice of Preparation of a Draft Environmental Impact Report, CHP Truckee Area Office Tower and Vault Project, Truckee, CA; APN: 18-621-05, 11300 Donner Way, Owner—Joseph Richard Charitable Unitrust and APN 18-621-06, 10077 Highway 89, Owner—State of California

Dear Mr. Wilkinson:

Thank you for the opportunity to comment on the CHP Truckee Area Office Radio Tower and Vault Project Environmental Impact Report (EIR). Please accept the following EIR scoping comments on behalf of the Truckee Town Council:

1. We request that the California Highway Patrol provide additional information regarding the current property owner for APN 18-621-05 (11300 Donner Way) and whether or not the State of California has entered into a lease or purchase agreement for this 0.09-acre parcel. The Town of Truckee shall be identified as a responsible agency if verification of an active lease or purchase agreement between the current property owner and the State of California cannot be provided. As a responsible agency, the following will need to be addressed:
    a. Based on the adopted Town of Truckee zoning maps, this 0.09-acre parcel is zoned RS-X (Single-Family Residential, No Further Subdivision). Based on the March 5, 2012 Town of Truckee Development Code (Zoning Ordinance) new telecommunication facilities are not permitted in the RS-X zoning district. Establishment of a new telecommunication facility in the RS-X zone would require Zoning Map Amendment approval, a legislative land use action under the authority of the Town Council.
    b. If verification of an active lease or purchase agreement cannot be provided, we will assume this project is subject to the Town of Truckee's jurisdiction to regulate zoning and land use consistent with the March 5, 2012 Town of Truckee Development Code and 2025 General Plan.
2. We request incorporation of the following information in the Draft EIR:

a. Town of Truckee Zoning Map, Sheet #21.

b. Estimated construction commencement and completion dates for both the radio tower and the vault.

c. Vault maximum height, building materials, and colors.

d. Fencing height, materials, colors, and associated landscaping for the screening of any proposed fencing.

e. A discussion of tower life expectancy including additional cumulative future improvements estimated (i.e.-X more microwave dishes, antenna, or co-located telecommunication facilities).

f. The project environmental setting needs to identify the 0.09-acre parcel slopes from Highway 89 South to explain the tower height from the existing Highway 89 South grades and Interstate 80 grades.

3. We request that the *Aesthetics* Section of the Draft EIR include the following:

   a. Visual photo simulations.

      i. A new visual photo simulation showing the microwave dishes, radio antenna, and other anticipated telecommunication antennas such as but not limited to cellular equipment, as they would appear on the proposed 120-foot-tall radio tower. The simulation should identify the height at which each appurtenance is proposed to be mounted above ground, the maximum number of appurtenances that would be mounted to the tower structure, and the minimum distance needed between each appurtenance. The simulation should also clearly identify the tower height remaining for expansion.

      ii. A new visual photo simulations showing the tower from the perspective of a driver going eastbound and westbound on Interstate 80.

      iii. A new visual photo simulation showing the tower from the adjacent Gateway residential neighborhood located to the east.

      iv. Revised visual photo simulations that show the radio antenna, microwave equipment and any other appurtenances that would be mounted to the radio tower.

   b. Expansion of the "scenic resources" discussion under subsection "b" to contain Town-defined scenic resources including the Interstate-80 scenic corridor and potential impacts of new light sources in the Town-designated Interstate-80 scenic corridor; the scenic resource discussion should not be limited to only scenic resources within a State scenic highway.

   c. Potential lighting impacts and visual compatibility in subsection "d" of the Draft EIR with respect to adjacent residences in the Gateway neighborhood located to the east.

4. We request that the Draft EIR clarify whether or not Federal funds would be used for any of the construction.

5. We request clarification on how the proposed Truckee Area Office Tower and Vault project and the Truckee Area Office building demolition/new construction are not one project under CEQA (can the building demolition/new construction move forward independent of the new Tower and Vault construction? If not, the Truckee Area Office demolition/new construction,

and the Radio Tower and vault should be defined as one project). We are concerned that review of the radio tower and vault independent of the Truckee Area Office constitutes a case of segmentation or piecemealing. The California Environmental Quality Act states that cumulative impacts analysis must include reasonably anticipated future activities of a project or associated with the project. Whether these activities are addressed in the cumulative impact analysis section or in the impacts associated with the project, as defined, if there is substantial evidence indicating reasonable foreseeable future projects or activities, an EIR must analyze the impacts of those future activities. The Court in *Laurel Heights* (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376) set forth the following two pronged test to determine whether an EIR must include an analysis of the environmental effects of future activities: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects. We do not believe this is a situation of independent utility and therefore the radio tower/vault construction and the Truckee Area Office demolition/new construction *are not* two separate projects subject to two separate environmental reviews.

6. We request that the *Hazards and Hazardous Materials* Section of the Draft EIR address the following,
    a. Radio tower security under subsections "a" and "b" of the Draft EIR. Specifically, what mechanisms will be used to ensure non-authorized tower use?
    b. Impacts associated with the change from the current California Technology Agency analog microwave system to the proposed digital microwave system under subsections "a" and "b" of the Draft EIR.
    c. Microwave exposure under subsections "a" and "b" of the Draft EIR.
    d. Sierra College under subsection "c."
7. We request that the following Project Alternatives are addressed in the Draft EIR:
    a. Locating the tower and vault on the 1.63-acre Truckee CHP Area Office parcel behind the existing/proposed Truckee Area Office building.
    b. Relocating the Truckee Area Office operations including dispatch, and the proposed tower and vault at the Truckee Border Station located at 12750 Interstate-80.
    c. Installing a new tower on the new Truckee CHP Area Office building.
    d. Locating the tower and vault and/or other Truckee Area Office operations on the adjacent property located to the northeast on Assessor's Parcel Numbers: 18-621-01, 02, 04, and 10.

Again, we thank you for the opportunity to provide comments. If you have any questions regarding this letter, please contact Denyelle Nishimori, Associate Planner, at the Community Development Department, Planning Division at 530-582-2934 or by e-mail at dnishimori@townoftruckee.com.

Sincerely,

Joan deRyk Jones
Mayor, Town of Truckee

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APPENDIX B.

Initial Study Impact Evaluation Supplement

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Initial Study Impact Evaluation Supplement

As provided in §15126.2 of the State CEQA Guidelines, an EIR must identify and focus on the significant adverse environmental effects of a proposed project. An Environmental Initial Study for the CHP Truckee Area Office Tower and Vault Project was prepared to identify potentially significant environmental effects of the project. The Initial Study anticipated that the proposed communications tower would be constructed on a ±0.09-acre parcel immediately south of the CHP Truckee Area Office. However, based on comments received from local residents and the Town of Truckee, several alternative locations for the tower were identified. These locations were recommended as options to minimize the aesthetic impacts of the project. DGS/CHP conducted a technical evaluation of the identified alternative sites and found that one of the recommended locations would indeed be feasible for the proposed communications tower. This location is about 450 feet north of the original site location, in the far northeastern corner of the CHP Truckee Area Office parcel, and has been selected as the proposed site location addressed in this Draft EIR.

To determine if the change in location would raise environmental concerns in addition to those identified in the Environmental Initial Study and by the public and agencies in response to the Notice of Preparation, ENPLAN conducted a review of the new location in conjunction with DGS and CHP staff. We found that the new location would not result in any additional impacts beyond those already identified with respect to the original tower proposal. A synopsis of these findings is provided below:

Aesthetics. The new site location has environmental conditions similar to the original site, but is further from the intersection of Interstate 80 and Highway 89, which the Town of Truckee has identified as an extremely sensitive location with respect to visual resources. The new site would place the tower behind the CHP Area Office, as viewed from Interstate 80 and Highway 89, which would provide some visual shielding. Additionally, the new tower site would be about 175 feet back from the nearest public road as opposed to being adjacent to a public road, and would be about 100 feet from the nearest developed residential parcel as opposed to 50 feet. Nonetheless, construction of the tower at the new location would have significant aesthetic impacts as discussed in detail in the Draft EIR.

Agricultural and Forestry Resources. The new site location has the same environmental conditions as the original site, with the exception that most of the site is paved. Construction of the tower at the new location would have no potential for impacts on agricultural or forestry resources beyond those addressed in the Environmental Initial Study.

Air Quality. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on air quality beyond those addressed in the Environmental Initial Study.

Biological Resources. The new site location has the same environmental conditions as the original site, with the exception that most of the site is paved. Several small conifers are present on a cut slope between the asphalt pavement and the fenced parcel boundary. An ENPLAN biologist conducted a field review of the new location on June 22, 2012, and confirmed that construction of the tower at the new location would have no potential for impacts on special-status species, wetlands, or other biological resources beyond those addressed in the Environmental Initial Study.

Cultural Resources. The new site location has the same environmental conditions as the original site, with the exception that most of the site is paved. As with the original tower site, the new site has the potential to contain subsurface cultural resources that could potentially be eligible for California Register of Historical Resources listing. Further analysis and specific measures for avoidance and/or minimization of impacts to cultural resources are presented in the Draft EIR.

Geology and Soils. The new site location has the same environmental conditions as the original site, with the exception that the new site contains only one of the two soils types reported for the original site (Euer-Martis sandy loam). Construction of the tower at the new location would have no potential for impacts on geology or soils beyond those addressed in the Environmental Initial Study.

Greenhouse Gases. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for greenhouse gas generation beyond the level addressed in the Environmental Initial Study.

Hazards and Hazardous Materials. The new site location has generally the same environmental conditions as the original site. However, the new site is somewhat closer to known hazardous materials release sites -- but is still over 1,000 feet from these sites and too distant from the sites to be of concern. Additionally, the new site is approximately 0.31 miles from the nearest school (Sierra College), and provides better separation from the school. At the request of local residents and the Town of Truckee, additional evaluation of potential hazards associated with the communications tower is provided in the Draft EIR.

Hydrology and Water Quality. The new site location has the same environmental conditions as the original site, with the exception that the new site is mostly paved and the proposed project would result in an even less significant increase in storm water runoff. Construction of the tower at the new location would have no potential for impacts on hydrology and water quality beyond those addressed in the Environmental Initial Study.

Land Use and Planning. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on with respect to land use and planning beyond those addressed in the Environmental Initial Study.

Mineral Resources. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on mineral resources beyond those addressed in the Environmental Initial Study.

Noise. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for noise impacts beyond those addressed in the Environmental Initial Study.

Population and Housing. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on population or housing beyond those addressed in the Environmental Initial Study.

Public Services. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on public services beyond those addressed in the Environmental Initial Study.

Recreation. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on recreation beyond those addressed in the Environmental Initial Study.

Transportation/Circulation. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for transportation/circulation impacts beyond those addressed in the Environmental Initial Study.

Utilities and Service Systems. The new site location has the same environmental conditions as the original site. Construction of the tower at the new location would have no potential for impacts on utilities or service systems beyond those addressed in the Environmental Initial Study.