

TAHOE FOREST HOSPITAL

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Prepared for:

**Tahoe Forest Hospital District
10121 Pine Avenue
Truckee, CA 96161
T (530) 582-6443 / F (530) 582-3266**

Prepared by:

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May, 2010
Revised July, 2010
Approved July 27, 2010



BACKGROUND

Project Name: Tahoe Forest Hospital
Measure C Rehabilitation & Enhancement Program

Project Proponent/Lead Agency: Tahoe Forest Hospital District
10121 Pine Avenue, Truckee CA 96160

Contact: Rick McConn, Chief of Facilities Development
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Documents and other material, upon which the decision for the adoption of this Mitigated Negative Declaration is based, may be found at the above location.

This Initial Study and Proposed Mitigated Negative Declaration will be circulated for agency and public review for 30 days, pursuant to CEQA Guidelines, Section 15073(a).

Other agencies whose approval may be required include the following:

- Town of Truckee
 - Planning
 - Engineering
- Truckee Donner Public Utilities District
- Truckee Sanitation District
- Truckee-Tahoe Airport District
- California Department of Fish & Game
- State of California, Regional Water Quality Control Board, Lahontan Region
- Truckee Fire Protection District
- Tahoe-Truckee Sanitation Agency
- Nevada County Environmental Health
- Northern Sierra Air Quality Management District

PROJECT LOCATION AND DESCRIPTION

The Tahoe Forest Hospital is located at 10121 Pine Avenue (APN 18-630-08), on the south side of Donner Pass Road within the Town of Truckee, State of California. Access to the project site is via Pine Avenue or Levon Avenue. The project site encompasses approximately 7.4 acres with site slopes flat to mild (generally 0% – 5%). The property is zoned PF (Public Facilities). The General Plan land use designation is Public Hospital / Office.

The following land use approvals are requested:

- A Development Permit for the purpose of improving and maintaining the existing full-service hospital by expanding and enhancing critical medical services and upgrading existing building facilities to meet state-mandated seismic safety standards and current code requirements. The Development Permit is being sought for the initial two phases: Phase 1 to relocate various staff & office space to other locations within the hospital; and Phase 2 to construct a new Cancer Center, expand the Central Utility Plant and construct

a new addition to the Skilled Nursing Facility. Phase 3 is also being evaluated as part of this Initial Study and is described below in more detail. However, permits for Phase 3 are not being sought at this time.

- A Planned Development to allow a height increase above the 35' height limit that is allowed within the PF Zoning designation AND a reduced front yard setback for the proposed Cancer Center.

The following is an outline of the planned facilities improvements and a description of the physical site changes associated with those improvements:

PHASE 1

- **Business Office/Accounting/Data Center/I.T. /Administration Relocation**

To facilitate the site for the proposed Cancer Center, the existing Business Office and Accounting building and trailer (~10,575 S.F.) fronting on Donner Pass Road, will be removed requiring the relocation of the Business Office, Finance and Information Technology (I.T.), Data Center and Administration. It is anticipated that approximately 7,000 S.F. of the existing Business Office will be relocated to off-site lease space and approximately 3,575 S.F. will be relocated within the existing hospital infrastructure.

PHASE 2

- **Cancer Center**

The new Cancer Center is a free-standing, 34,235 S.F., 2-story building fronting on Donner Pass Road. The first floor includes 20,307 S.F. and will house a relocated and expanded Cancer Center. The second floor includes 13,928 S.F. of shelled space, anticipated to be used as office space and support space for future hospital programs. This new building will replace the existing 10,575 S.F. building that currently serves as the hospital's business offices, finance and data center. The new Cancer Center will be linked to the existing hospital via a covered walkway adjacent to covered vehicular drop-off points.

- **Central Energy Plant and Engineering Upgrades**

The Central Energy Plant (CEP) expansion will include two new buildings totaling 2565 S.F. and demolition of a 492 S.F. existing building. The addition of the larger modern facility will provide additional generator capacity, additional chiller capacity and improved technology for hospital communications. The expansion is limited to the removal and replacement of the existing facilities with required code upgrades to current building standards and no new staff is proposed or required to operate the new facility.

- **Skilled Nursing Expansion**

A new 3,514 square foot Skilled Nursing Facility (SNF) addition on the west side of south wing of the Hospital will result in seven patient rooms, replacing the six existing SNF patient rooms currently located in the non-compliant 1952 building. Included in this addition and renovation are support spaces, nurse station, clean/soiled utility rooms and patient and public support spaces. This project will also upgrade existing components

and will redefine the main public entrance to the SNF. The new floor area will not be used to increase patient or staff capacity.

PHASE 3

Phase 3 is being evaluated as part of this Initial Study, however, permits for Phase 3 are not being sought at this time. At this time, Phase 3 is anticipated to move forward beginning in 2012.

➤ **Emergency Department**

TFHD proposes to improve and modernize the Emergency Department (ED) by constructing approximately 5,665 sf of additional floor area north of and adjacent to the existing ED space. The new ED space will include a covered vehicular drop-off and pedestrian access. The existing ED consists of approximately 5,363 sf of floor area. Approximately 3,794 sf of the existing ED floor area will be used for records storage, a portion of the newly renovated Sterile Processing Expansion and future expansion space for diagnostic imaging. The newly reconfigured ED space and additional floor area will create greater efficiencies and better adjacencies, ensure that the ED maintains compliance with new codes, and provide space for modern equipment, which requires more space than that which it replaces. The renovation and expansion to the ED is not anticipated to generate an increase to patient or staff volumes.

➤ **Sterile Processing Expansion**

Due to regulatory deficiencies, expansion of the Sterile Processing Department (SPD) is needed to provide additional work and storage capacity. The SPD project also reorganizes the flow of staff members within the department to meet current regulatory standards. The SPD project proposes to remodel 4533 S.F. of existing use area and add an additional 1198 S.F. of new area for greater equipment storage and staging. The increase in floor area will not be used to increase staff levels or patient capacity.

➤ **1952/66 Replacement (South Addition)**

The new South Replacement Building is designed to replace the existing non-compliant 1952/66 buildings. The existing 18,162 S.F. non-compliant 1952/66 structure will be replaced with a new 21,298 S.F., two-story reconstructed building and will house a redesigned Birthing Center, Dietary Kitchen, and provide a connector link to the Skilled Nursing Facility and ancillary support space and offices. The South Replacement Building project will remodel the existing floor area and add approximately 3136 S.F. of new use area. The increase in floor area will not be used to increase staff levels or patient capacity.

ADDITIONAL BUILDING & SITE CHANGES

➤ **Vehicular and Ambulance (EMS) Access**

Grade changes across the site and required access to the new ED ambulance entry necessitate improvements to the ambulance driveway. This consists of a 24' wide driveway for emergency vehicles with a vehicular canopy drop-off area.

➤ **Pedestrian Access**

Grade changes across the site and required access to the ED walk-in entry, Cancer Center entry and vehicular drop off areas to provide near level access from the Cancer Center to the Emergency Department entry. ADA accessible sidewalks will be provided along Pine Avenue and Donner Pass Road to provide access from existing bus stops and public roadway.

➤ **Redesign Parking Areas**

The parking area modification north of the Main Hospital Building for Cancer Center and ED expansion will be partially relocated to on street diagonal and parallel parking on Levon Avenue, Spring Street, Pine Avenue and new configuration of the parking lot west of the SNF addition.

Existing public utilities and easements that affect services (such as water, sewer, cable, phone & power) may also be realigned, upgraded, expanded and/or abandoned during each phase to allow for the improvements to the facilities as described above.

PROJECT OBJECTIVE

The objective of the TFHD is to maintain, upgrade and enhance a full-service hospital for the Truckee residents and surrounding community and to meet state mandated safety standards and code requirements.

The Truckee community voted and passed Measure C to maintain a full-service hospital. The Tahoe Forest Hospital District (TFHD) through the Measure C Bond Resolution has embarked upon a facilities assessment and improvement program for the purpose of meeting this goal by expanding and enhancing critical medical services and upgrading existing building facilities to meet state-mandated seismic safety standards as well as current code requirements. State seismic standards required by Senate Bill (SB 1953) mandates TFHD to decommission portions of the main hospital building for clinical and mission critical functions, including the Birthing Center, Respiratory Therapy, Pharmacy, Dietary Kitchen, Medical Records, Skilled Nursing Facility patient rooms and supporting ancillary services. In addition to structural improvements, the TFHD is committed to enhancing emergency room services to ensure code compliance and access to life-saving care and to maintain and enhance critical medical services including pediatrics, maternity, long-term care for seniors, and cancer care.



Overall Site Plan @ Build-out

GENERAL ENVIRONMENTAL SETTING

The project site is currently developed with buildings and infrastructure, known as Tahoe Forest Hospital. The main hospital building provides a wide spectrum of quality healthcare services and clinical & support services, as well as 24-hour emergency care. The hospital provides services for Truckee, North Lake Tahoe and surrounding geographic area which includes 6 rural counties in California and Nevada totaling approximately 3500 square miles.

Plants / trees on the site are primarily located within various landscape pockets and include a mixture of native landscaping including aspen, maple and



View from Tahoe Drive - Looking East toward Pine Avenue at the Northwest corner of the existing Tahoe Forest Hospital



Aerial view of the existing Tahoe Forest Hospital campus

pine trees. Site topography is generally flat with slope gradients ranging from 0% - 10%. Site elevations range from ~5930 feet above mean sea level (MSL) near the southeast corner of the site to ~5909 feet above MSL near the northeast corner of the property. Drainage is primarily collected within various culverts and drainage structures and generally flows towards the east across Levon Avenue.

In a typical year the average annual precipitation is ± 31 inches and average annual snowfall is ± 198 inches.

The irregular shaped property is bordered by Donner Pass Road and medical office buildings to the north; commercial property and multi-family housing to the east; Hospital owned buildings to the south; and commercial buildings and single-family residential homes to the west. The surrounding land to the south is bounded by I-80.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Environmental Setting

The site is located north of Interstate 80 with developed areas surrounding the site. Existing aesthetic qualities of the site include the mature landscaping. The Tahoe Forest Hospital site is not identified on General Plan Community Character Element Figure CC-1 as a scenic vista or scenic resource. There are not prominent slopes, ridge lines, hillsides, creeks or drainages and the site is not within identified buffers areas outlined in the General Plan Community Character Element. However, the site is located within the Gateway Neighborhood Area, identified on General Plan Land Use Element Figure LU-2. Truckee's 2025 General Plan Community Character Element and Land Use Element have identified the following goals and policies related to Gateway Area intended to improve and enhance its character and streetscape:

- ✓ **Community Character Element P8.1** – *Encourage the redevelopment of the Gateway Area from an auto-oriented, strip-commercial dominated corridor, to a place that invites pedestrian activity and provides gathering places and opportunities for interaction.*
- ✓ **Community Character Element P8.4** – *Improve the pedestrian- and bicycle-friendliness of the corridor through sidewalk and streetscape Improvement that address issues such as sidewalk continuity, paving materials and signage, links between adjoining properties, and connections to the town's network of trails and bikeways.*
- ✓ **Community Character Element P8.5** – *Encourage design oriented to the pedestrian realm through the following measures:*
 - ◆ *Building design along Donner Pass Road that is proportionate to the width of the street that it fronts, is oriented to the street, and minimizes setbacks from the public right of way.*
 - ◆ *Appropriate design and siting of parking facilities to minimize their visual impact and break up their massing.*
 - ◆ *Design of facades and building frontages that provide pedestrian-scale detail and a high level of visual interest along the street frontage, including storefront display windows, articulated massing, and fine-grain architectural detail.*
- ✓ **Gateway Neighborhood Area Policy GW-P1** - *Ensure that new development and land uses support the following goals for the Gateway Area:*
 - ◆ *An attractive streetscape.*
 - ◆ *Adequate landscaping and street trees.*
 - ◆ *Uses and design that encourage community activity and street life, including new civic and public spaces.*
 - ◆ *Preclusion of generic, auto-oriented and strip commercial type development.*
 - ◆ *Pedestrian-oriented design, incorporating connections between adjacent parcels and uses, street furniture, and human-scaled design features.*

- ◆ *Provision of bicycle facilities along Donner Pass Road, and connections to the town-wide bicycle and trails network.*
- ◆ *New vertically and horizontally integrated mixed use development, particularly that which incorporates residential uses as well as high quality commercial development.*
- ◆ *Enhanced connectivity to Downtown Truckee and other parts of the town.*
- ✓ **Land Use Element P6.3** - *Improve the quality and character of development along Donner Pass Road in the Gateway Area, including improvements that encourage a pedestrian-oriented environment and that facilitate walking and bicycle use.*
- ✓ **Land Use Element P6.4** - *Require buildings to be located closer to the street, where appropriate, and for off-street parking areas to be located to the rear of commercial buildings, where feasible. Ultimate building locations must accommodate snow removal and snow storage, and should maximize solar orientation.*

In addition to General Plan policies, specific design objectives are included in Chapter 18.24 of the Development Code which include articulation of buildings to create interesting roof lines and shapes, avoiding “box-like” structures, utilize landscaping to provide project amenities, orient buildings parallel and close to streets, connect on-site pedestrian circulation system to off-site public sidewalks and locate loading & parking facilities to be least visible.



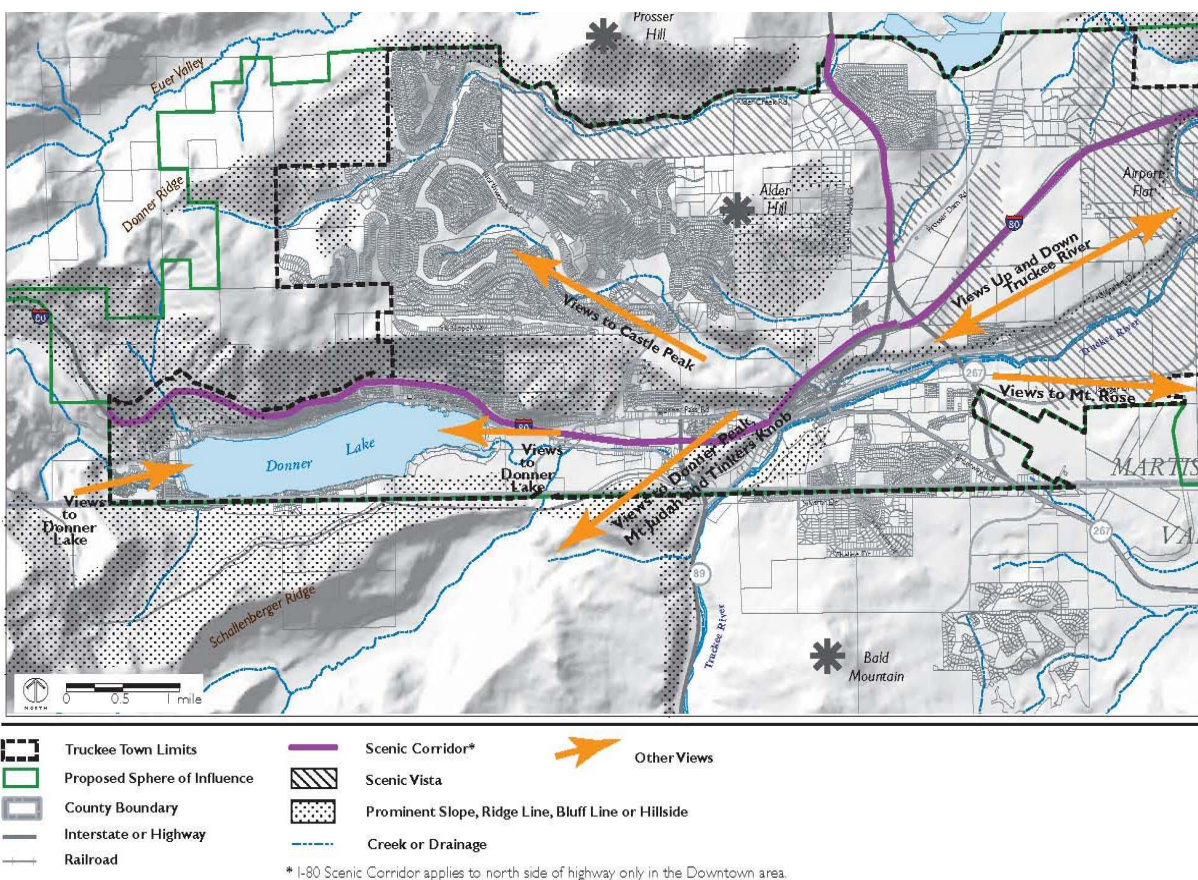
Existing view of Tahoe Forest Hospital from Donner Pass Road

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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		
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Impact Discussion

Response to a) The hospital site is currently developed, as is the majority of the adjacent surrounding properties. The proposed Cancer Center is the most prominent component of the project and is visible from Donner Pass Road. Other proposed improvements such as existing facility improvements, are located near secondary streets and are less visible or not visible from major roadways. As shown on Figure CC-1 (below) of the General Plan Community Character Element, the project site is not identified as a scenic vista nor are there any prominent slopes, ridge lines, bluff lines or hillsides located on the site. Therefore, the project will have **no impact** on a scenic vista.

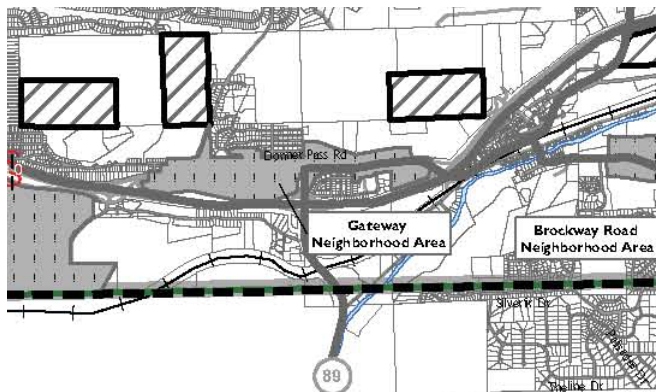


General Plan Community Character Element ~ Figure CC-1

Response to b) As previously discussed, the hospital site is presently developed with existing structures, sidewalks and parking areas. The project will not result in the removal of any

environmentally sensitive resources, heritage trees, rock outcroppings, or historic buildings. Therefore, the project will have **no impact** on scenic resources within a state scenic highway.

Response to c) This project is located along Donner Pass Road within the Gateway Neighborhood Area, as identified on Figure LU-2 of Truckee's General Plan Land Use Element. General Plan Community Character Element and Land Use Element Policies listed above in the "Environmental Setting" are intended to improve and enhance the character and streetscape within the Gateway Neighborhood Area.



General Plan Land Use Element ~ Figure LU-2

A height increase for the new Cancer Center is being requested through a Planned Development to allow the project to meet the intended design goals. The height increase is only for the "penthouse" portion of the building to accommodate mechanical equipment. The maximum height to the top of the penthouse is approximately 45 feet which is still consistent with the zoning requirements of the adjacent properties along Donner Pass Road. The hospital site is located within the Public Facilities Zoning District (PF) and the height limit for structures located within the PF Zoning District is 35 feet, or 3 ½ stories, whichever is less. The adjacent properties to the north and east are designated General Commercial (CG) and the adjacent properties to the west are designated Neighborhood Commercial (CN), each of which are allowed a height limitation of 50 feet. The proposed Cancer Center is located on the northern portion of the site along Donner Pass Road which will provide a visual transition between the three-story medical office building on the north side of Donner Pass Road and the one-story and two-story hospital structures south of the Cancer Center. The east and west ends of the structure transition to lower one-story elements as they approach Levon Avenue and Pine Avenue respectively.

The proposed project will enhance the existing visual character of the site with removal and replacement of some structures, streetscape improvements, screening of mechanical equipment and landscape improvements. General Plan Policies and design objectives per the Development Code for building placement and orientation, architecture design, materials and colors, landscaping and lighting have been incorporated into the proposed design. Some of the project design elements which have been incorporated into the project to meet the aforementioned GP policies and Development Code design objectives are as follows:

- ✓ *Landscape and Hardscape Improvements along Donner Pass Road and Pine Avenue will enhance pedestrian access and wayfinding to the Hospital with signage, sidewalks with connectivity to adjacent properties, existing walks and bike paths. The Preliminary Landscape Plan for the Cancer Center features a meandering sidewalk, gathering places such as benches and sitting areas, enhanced visual interest with landscape walls, planter areas, and plaza areas for public gathering.*
- ✓ *Sidewalk which connects Donner Pass Road to the main hospital building.*

- ✓ *Enhanced landscaping and sidewalk along Pine Avenue.*
- ✓ *Improved signage at Donner Pass Road and Pine Avenue.*
- ✓ *Links between adjoining properties by improved pedestrian crossing conditions across Donner Pass Road between the Tahoe Forest Hospital campus and Medical Office Building on the north side of Donner Pass Road.*
- ✓ *Proposed Cancer Center building oriented along Donner Pass Road and minimizes the setback from the public right-of-way.*
- ✓ *Parking facilities are located behind the building to minimize the visual impact.*
- ✓ *Interesting façade and building frontage including varied roof lines, pop-outs and articulated massing, creating a “transition” between typical clinical & institutional type architecture and Truckee’s mountain community character.*

Pedestrian crossing improvements are proposed on Donner Pass Road as indicated in the Traffic Study prepared by LSC, dated March 17, 2010. The proposed pedestrian crossing will include a landscaped median island, approximately 100 in length, to provide safe refuge for pedestrians while also providing enhancement of the streetscape and visual character of Donner Pass Road.

Mitigation Measures 1a and 1b will ensure that the project as proposed will be meet the General Plan policies and Development Code design objectives noted above by requiring a Final Landscape Plan that includes the amenities shown on the Preliminary Landscape Plan and conforms to Section 18.040 of the Development Code to be submitted and approved by the Town Planner prior to issuance of a Building Permit. With implementation of MM 1a and 1b, the impacts of the project related to the visual character or quality of the site and its surroundings will be **less than significant**.

Response to d) A Preliminary Lighting Plan has been submitted as part of the project application. The project proposes street lighting along Donner Pass Road, Levon Avenue and the parking lot at Pine Avenue and lighting within and along internal parking areas, sidewalks and plaza areas.

The Town Development Code requires that all new development comply with the lighting standards per Section 18.30.060 in order to ensure that exterior lighting will not be detrimental to surrounding properties and community as a whole. Fixtures are limited to 20’ in height and will comply with the Development Code. The preliminary and final lighting plan will be required to comply with Development Code Section 18.30.060. Compliance with Section 18.30.060 of the Development Code through implementation of Mitigation Measure 1c will ensure that new lighting will not adversely affect daytime or nighttime views in the area and will therefore have an impact of **less than significant**.

Mitigation Measures

- 1a. Prior to building permit issuance for the Cancer Center, a Final Landscape Plan for the proposed landscaping along Donner Pass Road shall be approved by the Town Planner. The Final Landscape Plan shall conform to Section 18.040 of the Development Code and

include the features shown on the Preliminary Landscape Plan (or similar features) to ensure compliance with General Plan Policies such as Community Character Element Policy P8.1 and P8.4; Gateway Neighborhood Area Policy GW-P1; and Land Use Element Policy P6.3. The Plan shall also include a concrete sidewalk for pedestrian connectivity from the public transit stop on Donner Pass Road to the main hospital building.

- 1b. The developer shall construct a Pedestrian Crossing on Donner Pass Road in accordance with the recommendations of the Traffic Study prepared by LSC dated March 17, 2010. Recommended improvements which include but are not limited to the removal of the existing marked crosswalk at the Pine Avenue intersection and construction of a raised median “refuge island” near the center of Donner Pass Road shall be shown on the Improvement Plans and approved by the Town Engineer.
- 1c. Prior to building permit issuance for the Cancer Center, a Comprehensive Lighting Plan shall be approved by the Town Planner in accordance with Section 18.30.060 of the Development Code. The lighting plan shall include, but not be limited to, the following:
 - i. Location of exterior building-mounted lighting.
 - ii. Height, intensity, color and lamp size detail of all proposed lighting fixtures. Fixture height shall not exceed 20’.
 - iii. Energy-efficient and fully shielded or recessed to prevent light trespass onto adjacent properties and public rights-of-way and to confine direct glare and reflection.

2. AGRICULTURE AND FOREST RESOURCES

Environmental Setting

The site is presently developed within an established commercial area. There is no farmland, agricultural or forest land use on the property or immediately adjacent to the property.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				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 or conversion of forest land to non-forest use?				X

Impact Discussion

The project site is not designated by the California Department of Conservation as Important Farmlands. The project does not conflict with existing zoning for agricultural uses or a Williamson Act contract. The project does not conflict with existing zoning nor does it cause rezoning of any forest land or timberland. The project will not result in the loss of forest land nor will the project result in the conversion of farmland to non-agricultural use. Therefore, the project has **no impact** to Agricultural and Forest Resources.

Mitigation Measures

No Mitigation Required

3. AIR QUALITY

Environmental Setting

The Tahoe Forest Hospital facility is located within the Truckee air basin. The air basin is defined by mountainous terrain and is subject to frequent temperature inversions, created when a stable mass of warmer air lies above a mass of cooler air. Inversion conditions within the Truckee basin can result in poor ventilation and high concentration of pollutants. Based on Truckee's Particulate Air Quality Management Plan, the Truckee air basin routinely exceeds State PM₁₀ 24-hour standards and is close to exceeding the State PM₁₀ annual standards. The California Air Resources Board (CARB) has established ambient air quality standards which are more stringent than the federal standards for Ozone, Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, and Particulate matter. The Truckee air basin is designated a non-attainment area under State ambient air quality standards for PM₁₀. As summarized within the Truckee Particulate Air

Quality Management Plan, the three primary sources of PM₁₀ are woodstove smoke, re-entrained road dust and construction and demolition activities.

The Hospital and Town of Truckee Road Maintenance Department uses sand under certain winter road conditions to provide traction at intersections, curves, and grades. When road surface is dry, the sand is blown to the shoulders by passing vehicles and can also become airborne dust.

The proposed project is located within the Northern Sierra air Quality Management District (NSAQMD). It is comprised of three contiguous, mountainous, rural counties in northeastern California (Nevada, Sierra and Plumas counties). The NSAQMD is part of the Mountain Counties Air Basin. The District enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates open burning. Through its permitting powers, the District enforces limitations for emissions of criteria and toxic air contaminants. The goal of the Particulate Air Quality Management Plan developed by the Town of Truckee and NSAQMD is as follows:

The Town shall achieve and maintain compliance with National Ambient Air Quality Standards for PM₁₀ and PM_{2.5} as established by the United States Environmental Protection Agency (EPA). The Town shall strive to achieve compliance with State Ambient Air Quality Standards for PM₁₀ as established by State law and shall make reasonable progress toward achieving State particulate matter standards.

NSAQMD has developed three thresholds of significance for projects, each level having a corresponding requirement for mitigation:

- Level A thresholds (less than 25 lbs per day for ozone precursors or 80 lbs per day for PM₁₀) require only standard mitigation measures applicable to all projects.
- Level B thresholds (greater than 25 lbs per day for ozone precursors or 80 lbs per day for PM₁₀) require additional mitigation.
- Level C thresholds (greater than 137 lbs per day for ozone precursors or PM₁₀) requires the use of all feasible and reasonable mitigation strategies. Unmitigated emissions above 137 lbs per day are considered to represent a significant adverse impact.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the Truckee Particulate Matter Air Quality Management Plan or other 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	

Impact Discussion

Response to a) This project proposes a net increase of building area of 39,245 sf. Chapter 7 of the Town's Particulate Matter Air Quality Management Plan (PMAQMP) defines a "large development project" as a project that "results in 40,000 square feet or more of office, commercial, and/or industrial floor space, or any equivalent combination thereof." Since the project is not considered a "large development project" as defined within the PMAQMP, no fee is associated. If modifications to the project increase the new floor area in excess of 40,000 sf, the project would be required to pay a mitigation fee based on the amount of re-entrained road dust and increased vehicle emissions generated.

The use of woodstoves is the second major source of PM₁₀ and the number one annual source of PM_{2.5}. Mitigation Measure 3a which prohibits wood stoves and wood-burning devices will ensure that the project will not conflict with the Plan; therefore, the impact is considered to be **less than significant**.

Response to b) and c) Grading during project construction will generate airborne dust that may affect air quality in the area. Small amounts of vegetation may be needed to be removed from the site during grading operations. The burning of vegetation on the site would generate significant amounts of particulate matter that would adversely affect air quality impacts and may expose surrounding residents to smoke pollutants and the existing PM₁₀ air quality problem in the Truckee area. Section 18.30030 of the Development Code requires standards for projects to limit the short-term dust emission impacts during construction. Potential for airborne dust as a result of road sanding can be reduced by optimization of snow removal equipment and operation measures for winter road sanding. Sweeping and spring clean up of sand accumulated along the roadside is needed to reduce re-entrained road dust emissions below current emissions levels. Compliance with Section 18.30030 of the Development Code and incorporation of Mitigation Measure 3b will reduce air emission impacts related to construction to **less than significant**.

Additionally, the software program, URBEMIS 2007 (Version 9.2.4) was used to estimate project emissions for both construction and operational phases, a copy of which is included within Appendix B2. Emissions of PM₁₀ is well below the Level B threshold and emissions of ROG and NO_x both fall below the Level C threshold. Under NSAQMD's criteria, these impacts are "potentially significant", but will be mitigated to **less than significant** through implementation of Mitigation Measures 3c and 3d.

Response to d) “Sensitive receptors” are defined as population groups (children, elderly, acutely ill and chronically ill) that are likely to be affected by poor air quality. Since the project involves upgrades to the existing hospital and is adjacent to a daycare for children, it is considered to involve “sensitive receptors”. However, no substantial pollutants concentrations have been identified that would affect sensitive receptors and with the implementation of Mitigation Measures 3a, 3b and 3c, the levels of air emission impacts related to construction will be reduced to less than significant. Therefore, the impact of the project to sensitive receptors will be **less than significant**.

Response to e) No permanent sources of objectionable odors have been identified on the hospital site. The project will not generate odors that are not typical for hospital uses. The hospital meets the current zoning ordinance and County Department of Environmental Health which requires that sufficient trash containers are maintained on site and shall be enclosed. The project will continue to maintain the current system of a central, enclosed trash compactor and dumpster located along Levon Avenue near the Central Plant. All non-hazardous solid waste is taken to this location and is picked up by the local disposal company (Tahoe Truckee Sierra Disposal). Odors during construction may be objectionable to some people, however these odors will be confined to the project construction area and will be temporary. The continuation of placing all non-hazardous solid waste within an enclosed area at a specific location will ensure that the project will not create objectionable odors affecting a substantial number of people; therefore the impact will be **less than significant**.

Mitigation Measures

- 3a. To offset project contributions to cumulative air quality degradation, wood stoves and other wood-burning devices are prohibited within this project.
- 3b. In order to reduce impacts of re-entrained road dust from increased traffic, sweeping of parking and roadway areas to remove dust from sanding (as a result of snow removal provisions) shall be performed by the Hospital District. A Maintenance Agreement shall be entered into with the Town and approved by the Town Engineer. The Agreement shall outline the appropriate sweeping schedule based on storm frequency and roadway usage.
- 3c. During construction, dust and exhaust from the construction equipment is anticipated. In order to mitigate these impacts, the following will be required of the general contractor and will be noted on all grading plans:
 - i. Soil stabilizers shall be applied to all inactive areas.
 - ii. All exposed surfaces, including all unpaved access areas, shall be watered twice daily.
 - iii. Vehicle speed shall be reduced on all onsite unpaved areas.
 - iv. Ground cover shall be quickly replaced on all disturbed areas.
 - v. All earth material hauled to and from the site will be covered.
 - vi. Construction activity will be limited to Mondays through Saturdays, 7:00 am to 7:00 pm.

- vii. The areas near the site access points shall be swept when soil and mud exist in order to remove buildup resulting from construction vehicles entering and exiting the site. Washing dirt into storm drains is NOT permitted.
 - viii. All inert material will be disposed of at the landfill and no burning of brush or debris will be permitted.
 - ix. All construction vehicles shall utilize aqueous diesel fuel, diesel particulate filters, and cooled exhaust gas recirculation.
 - x. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.
 - xi. Temporary traffic control shall be provided during all phases of construction to improve traffic flow as deemed appropriate by local transportation agencies.
 - xii. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practical.
- 3d. Per the Northern Sierra Air Quality Management District's "GUIDELINES FOR ASSESSING AND MITIGATING AIR QUALITY IMPACTS OF LAND USE PROJECTS" for mitigation for traffic emissions for Level B threshold classification, the project shall provide for pedestrian access between bus service and major transportation points within the project, and between separate sections of the project, where feasible by constructing adequate walkways that meet Town Development Code standards. The walkways and access points shall be identified on the improvement plans.

4. BIOLOGICAL RESOURCES

Environmental Setting

The Tahoe Forest Hospital site is nearly fully developed with building structures and parking. On-site vegetation is primarily contained within designated landscaped areas. There are no known wildlife migration corridors identified in the General Plan or large blocks of undeveloped forest.

Per a search of the California Natural Diversity Database (CNDDB), the following special status wildlife species have been known to occur in the Truckee region: Willow Flycatcher, Sierra Nevada Snowshoe Hare, Sierra Nevada Red Fox, Northern Goshawk, Sierra Nevada Mountain Beaver, Yellow Warbler, and Lahontan Cutthroat Trout. However, the potential for these species to occur on the project site is minimal (if not at all) due to the dense development of the site, close proximity to Interstate 80, proximity to surrounding development and lack of consistent available water and certain types of habitat.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on		X		

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?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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
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

Impact Discussion

Response to a) and c) The site is mostly developed and is in close proximity to Interstate 80 and Donner Pass Road. Due to the site location, existing development, and in the absence of large blocks of undeveloped forest, the site does not provide any known wildlife migration corridors.

The project does however necessitate the removal of isolated and small blocks of Lodgepole and Jeffrey pine trees. Up to 18 pine trees ranging in size from 12"– 30"+ diameter are anticipated to be removed on the south end of the hospital and along Spring Lane. Approximately 40 additional smaller trees within landscape areas are anticipated to be removed at the north end of the hospital site. There is the potential that some of the trees to be removed could support nesting raptors such as the northern goshawk, sharp-shinned hawk, red-tailed hawk and several owl species, as well as other special-status bird species. Raptor nests and nesting raptors are protected under the MBTA and Section 3503.5 of the California Fish and Game Code.

Construction activities can disrupt nesting activities. A nesting survey per Mitigation Measure 4a will ensure that impacts to raptors and other special-status bird species are mitigated to a level that is **less than significant**.

Response to b) and d) The project will primarily involve construction activities within areas on the site which are already disturbed such as parking areas, walkways and existing structures. The site does not contain riparian habitat or federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the project will not adversely affect any riparian habitat, sensitive natural communities or wetlands and will have **no impact**.

Response to e) and f) The project site is not identified as a biologically sensitive area in Truckee's 2025 General Plan. The project is not expected to conflict with General Plan Policies or other local policies that are intended to protect sensitive biological resources. A search of the USFWS website and discussions with Town of Truckee planning staff revealed that there are no Habitat Conservation Plans or Natural Community Conservation Plans that are applicable to this project. Therefore, the project will not conflict with any local policies or ordinances and will have **no impact**.

Mitigation Measures

- 4a. No more than 30 days prior to ground disturbance or commencement of construction (April – September), a qualified biologist shall conduct a pre-construction survey for raptors and other special-status bird species. The survey shall be conducted to identify any active nests located within or near the construction area. If active nests are found during the survey, the applicant shall delay construction activities in the area until a qualified biologist determines that juveniles have fledged the nest(s), relocating the nest if avoidance of the nesting period is not feasible, or establishing a “no construction” buffer zone (determined by the biologist) around the nest, as approved by the California Department of Fish and Game (CDFG) or US Fish and Wildlife Service (USFWS). The results of the survey shall be documented in a letter report that is distributed to the CDFG and USFWS. These measures will ensure compliance with the Migratory Bird Treaty Act and the California Department of Fish and Game Code 3503.5.

5. CULTURAL RESOURCES

Environmental Setting

A records search was conducted by North Central Information Center (NCIC) on January 25, 2010 and determined that there were no significant historic or prehistoric features listed for the project site. Based on the records search, there are no known NCIC resources or reports within the project area or immediately adjacent to the project area. A Cultural Resources Inventory was not recommended.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?		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		

Impact Discussion

Response to a) Since there are no buildings or other structures on the project site that would be considered historic, the project will not cause an adverse change in the significance of a historic resource; therefore there will be **no impact** to historic resources.

Response to b), c) and d) It is possible that buried or concealed cultural resources could be present on the site and detected during any ground disturbance activities. Mitigation Measure 5a is proposed to ensure that such resources, if encountered, are protected until their significance can be further evaluated and appropriate mitigations put in place. Implementation of Mitigation Measure 5a will ensure that impacts to archaeological or paleontological resources or human remains (if present) will be **less than significant**.

Mitigation Measures

- 5a. In the event that archaeological or cultural resources are discovered during any construction, all construction activities shall cease within 200 feet of the find unless a lesser distance is approved by the Director, and the Department shall be notified so that the extent and location of discovered materials may be recorded in a written report prepared by a qualified archaeologist, and disposition of discovered materials may occur in compliance with State and Federal law. Construction shall not recommence until the Director authorizes construction to begin.

6. GEOLOGY AND SOILS

Environmental Setting

As summarized in the *General Setting* section of this document, the project site is relatively level, with localized slopes up to approximately 5% in some areas. Elevations on the site range from about 5930 feet above mean sea level (MSL) to about 5909 MSL.

Near surface soils on the site consist of medium dense to very dense sand and gravel deposits containing silt, cobbles and boulders. There are no rock outcrops present in the immediate site area, however, there are several large boulders exposed at ground surface. The soil is underlain by volcanic rock at depths ranging from 30-65 feet below existing grades.

Surface water is directed by graded parking lots, access roads and landscape areas to underground storm drainage which directs the drainage to the east. Groundwater depths are estimated to range from 7 feet below the ground surface (bgs) to about 28 feet bgs, depending on seasonal precipitation, irrigation, runoff conditions and other factors.

According to the California Geological Survey Fault Parameters Map (2002), the project site is located within the Western Nevada Seismic Zone. The fault system is designated as Type C which has a low rate of slip and low rate of recurrence. The nearest potentially active faults are the Dog Valley fault, located near Stampede Reservoir approximately 15 miles northeast of the site and the West Tahoe fault, located approximately 6.1 miles southeast of the site. There are no mapped faults that cross or trend toward the site and no other evidence to indicate a fault on the site; therefore, the potential for surface rupture at the site is considered low.

Two Geotechnical Engineering Reports were prepared by Holdrege & Kull (H&K) for this project: One dated July 15, 2009 and the other dated September 16, 2009. The report(s) included a surface reconnaissance and subsurface exploration, collection and soil samples for laboratory testing, and engineering calculations. Both reports are included within Appendix B.

In addition to the two Geotechnical Engineering Reports, a Drainage Report was also prepared by SCO Planning & Engineering dated January, 2010 and is discussed in the Hydrology and Water Quality Section of this Initial Study.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	
ii. Strong seismic ground shaking?			X	

iii. Seismic-related ground failure, including liquefaction?			X	
iv. 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 waste disposal systems where sewers are not available for the disposal of wastewater?				X

Impact Discussion

Response to a) The geotechnical engineering report(s) that were prepared for the project provides for recommendations based upon their understanding of the project, their field observations, and results of the laboratory tests, engineering analysis and their experience in the area. Based on the soil encountered during the investigation, the soil will have a low potential for liquefaction and lateral spreading and should provide suitable foundation support for the proposed structures, assuming spread foundations for shallow foundations and micro-piles for deep foundations. The nearest slopes greater than 5% are located north of Donner Pass Road, approximately 250' north of the hospital. Given the separation between the hospital and the steeper slopes, the potential for rockfall or debris flows to reach the site (if a landslide were to occur) are considered low. Since there are no mapped faults that cross or trend toward the site and no other evidence to indicate a fault on the site, the potential for surface rupture at the site is considered low. Given the above, the likelihood that the project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death is considered **less than significant**.

Response to b) During construction activities, the potential for erosion impacts could result if the project is improperly designed or if erosion control measures are not put in place. Additionally, Conservation & Open Space Element Policy P12.2 requires discretionary projects to minimize erosion and sedimentation. To be consistent with this policy and avoid this impact, the engineered grading plans shall incorporate Best Management Practices (BMPs) to offset potential erosion impacts, as specified in Mitigation Measure 6a. Recommendations within the reports address grading, cut/fill slope grading, erosion control, fill placement, underground utility

trenches, construction dewatering, surface water drainage, grading plan review and construction monitoring, in addition to structural and seismic improvement design criteria, slab-on-grade floor systems, retaining wall design criteria and pavement design. Recommendations which are applicable to this project shall be incorporated into the Improvement Plans per Mitigation Measure 6d. With implementation of Mitigation Measures 6a through 6d, the impact of soil erosion or loss of topsoil will be **less than significant**.

Response to c) and d) The site is not located on a geologic unit or unstable soil. No potentially expansive soil was encountered that would prohibit construction or create substantial risks to life or property, therefore there is **no impact**.

Response to e) Sewer to the site is provided by Truckee Sanitary District (TSD); therefore the disposal of wastewater will have **no impact**.

Mitigation Measures

To ensure that the construction techniques are done in accordance with the recommendations of the geotechnical engineering report, the following mitigation measures are proposed:

- 6a. Erosion control measures and incorporation of Best Management Practices (BMPs) shall be implemented to stabilize areas disturbed. Temporary measures should be installed to provide short-term protection until the permanent measures are installed and effective. Temporary BMP's shall include measures to slow runoff velocity and intercept suspended sediment to prevent sediment discharge from the construction area while allowing runoff to continue down gradient. Typical temporary BMP's may include: silt fences, straw bales, sediment logs, water bars, detention basins, covering of exposed soil and/or channel linings. Temporary erosion control measures may be left in place for a complete growing season following completion of construction and planting/seeding, however, regular inspection and maintenance must be performed by the TFH district.

The type and location of the BMP's shall be included on the Improvement Plans and shall meet the Regional Water Quality Control Board, Lahontan Region's standards for erosion and sediment control. Prior to any site disturbance, approved erosion control measures and BMPs shall be installed onsite. All disturbed areas shall be stabilized by appropriate erosion and/or sediment control measures by October 15 of each year.

- 6b. Permanent BMP's including rock slope protection (if steep slopes are encountered), rock lined ditches, inlet/outlet protection, rock energy dissipaters, infiltration/detention basins and revegetation shall be in place prior to removal of temporary erosion and sediment control measures. All areas disturbed by construction that are not surfaced or landscaped shall be revegetated with native seed mix.
- 6c. Grading disturbance shall be minimized and existing vegetation should be protected and undisturbed where possible. Organic surface topsoil shall be stockpiled for reuse in landscape areas.
- 6d. Prior to any grading of the site, detailed Improvement Plans, including grading and drainage, shall be prepared by a registered civil engineer and reviewed by the Town Engineer.

7. GREENHOUSE GAS EMISSIONS

Environmental Setting

Greenhouse gases (GHG) are gases in the atmosphere that absorb and trap heat. Greenhouse gases greatly affect the temperature of the earth. The main greenhouse gases in the atmosphere are water vapor, carbon dioxide, methane, nitrous oxide and ozone. The sources of greenhouse gases are both naturally and human-produced. Among the greenhouse gases mentioned above, carbon dioxide is the leading greenhouse gas stemming from human activities. The exact contribution of human-produced greenhouse gases and the effect of construction activities and development remain in debate.

With the passage of Assembly Bill 32 (California Global Warming Solutions Act of 2006) and other legislative acts and executive orders, the State of California has taken the lead to reduce greenhouse gas emissions. AB 32 mandates an ambitious reduction of GHG's by the year 2020. The California Air Resources Board (CARB) has been designated as the lead regulatory agency charged with oversight of carbon emissions generated by and associated with the California economy and is responsible for developing regulations to cap and reduce GHG emissions. These emissions come from a diversity of sources – transportation, electric generation, transmission and consumption, real estate development, manufacturing, agriculture and land use. Senate Bill 97 was signed into law in 2007 which provided direction to develop CEQA guidelines for analysis and mitigation of GHG emissions. The amendments to the CEQA guidelines addressing GHG emissions, mandated by SB 97 took effect on March 18, 2010 requiring the quantification and mitigation of GHG emissions.

Although the amendments to the CEQA guidelines for GHG emissions have taken effect, it is important to note that most regulatory agencies have not yet issued definitive guidance to quantify and evaluate the effect of land use development pertaining to GHG's. Although thresholds of significance have not yet been established, reasonable mitigation measures to reduce GHG emissions related to land use development can be implemented to reduce vehicle dependency, miles traveled by vehicles and energy efficiency of buildings. The San Joaquin Valley Air Pollution Control District recognizes that GHG emissions are reduced for project components such as bike parking, proximity to bike lanes and transit service, pedestrian networks, traffic calming, minimized parking, shared parking, located near urban services and daycare, and current building standards.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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		

Impact Discussion

Response to a) The two primary contributors to GHG emissions from land use development are vehicle emissions and building operations. The URBEMIS model is the recommended program for determining potential emissions using a reasonable worst case scenario. Based on the results of the URBEMIS for the new Cancer Center building, vehicle emissions would emit an estimated 830 tons / year of CO₂ and approximately 50 tons / year from stationary sources (Cancer Center building). This number does not consider the project design and mitigation measures which will significantly reduce this number. Decreasing the need for vehicle use and reducing the miles traveled by vehicles by upgrading and enhancing pedestrian circulation and encouraging bicycle use and public transportation can greatly reduce GHG emissions related to mobile source emissions. Additionally, improving the energy efficiency of existing and/or proposed buildings is the number one way to reduce GHG emissions related to stationary sources. These measures are consistent with the California State Attorney General's Office, which provides guidance on methods for reducing GHG emissions. The Attorney General's document titled "Addressing Climate Change at the Project Level" includes recommendations for reducing GHG emissions such as energy efficient buildings, recycling opportunities, enhancement of pedestrian and bicycle facilities, reduced parking requirements, promote carpooling programs, promote infill projects and higher densities, etc.

The existing hospital is centrally located within the Town of Truckee, along Donner Pass Road, adjacent to a Class 2 bike lane, transit stop and near urban services such as grocery stores and daycare. The development is an infill project and takes advantage of the existing on-street parking, reducing the need for additional paving. As part of their development program, the hospital has included improvements to the pedestrian and bicycle circulation to reduce the impacts generated by the increase in VMT. Specifically, the project proposes to upgrade and enhance the pedestrian walkways and crossing that connects adjacent properties to the hospital and public bus stop, maintain the existing bike path along Donner Pass Road and construct additional bicycle racks, all of which contribute to the increase of bicycle, pedestrian and bus transportation in the area and lead to a reduction of vehicle use. A Parking Management Plan has also been submitted to increase parking efficiency and reduce excessive searching. Mitigation Measures 1a and 1b (See "Aesthetics") will ensure that pedestrian walkways and connectivity to adjacent properties are enhanced. Mitigation Measure 7a will further provide transportation opportunities other than vehicles by requiring the construction of bike racks.

Additionally, the construction of the new buildings and upgrades to the existing buildings associated with this project will meet the updated Building Energy Efficiency Standards that went into effect on January 1, 2010. The adopted changes for non-residential buildings incorporate higher standards of efficiency related to roof, wall, insulation, window and HVAC. One of the reasons that the Energy Commission adopted the changes to the Building Energy Efficiency Standards was to reduce greenhouse gas emissions in response to AB 32 (Global Warming Solutions Act of 2006). These new building standards can be directly tied to reductions of GHG emissions and are required per Mitigation Measure 7b.

As part of the project, it is anticipated that 33 administrative employees will be relocated to an existing office space located off-site at 12047 Donner Pass Road. Based on the close proximity to the existing hospital, it is not expected to result in an increase to VMT.

Based on the project location, a project design that incorporates several of the Attorney General's recommendations, Mitigation Measures 1a, 1b, 7a, 7b and mandatory conformance to the updated Building Energy Efficiency Standards that went into effect on January 1, 2010, the District expects a significant reduction in GHG emissions. Therefore, the impact to the environment by generation of GHG emissions is expected to result in an impact that is **less than significant**.

Response to b) Currently, there are no state, regional or local thresholds to objectively determine the level of impact created by an individual project. However, the District has taken steps to reduce GHG emissions for this project by incorporating a number of measures within the project design, as outlined above. With the implementation of Mitigation Measure 7b, the project does not conflict with any State or local plans, policies or regulations adopted for the purpose of reducing GHG emissions; therefore the impact is mitigated to **less than significant**.

Mitigation Measures

- 7a. A minimum of two (2) bicycle parking areas shall be provided and a minimum of ten (10) bicycle stalls. A minimum of 5 stalls shall be located near the existing main hospital building and a minimum of 5 stalls shall be located near the new Cancer Center.
- 7b. All buildings associated with this project, including the remodeled portions of the existing buildings, shall be designed and constructed to meet the updated Building Energy Efficiency Standards that went into effect on January 1, 2010.

8. HAZARDS / HAZARDOUS MATERIALS

Environmental Setting

The project site is not listed as a local, State or Federal hazardous material site. The project would require that an existing modular building (Administration Building) and parking area located in the northern portion of the site be removed. Much of the resulting demolition material would consist of asphalt, concrete, wood, metal, roofing material and interior improvement material (i.e., wall board, fixtures, carpet, etc.). WISE Consulting & Training conducted an asbestos demolition survey and a lead demolition survey on the interior building materials of the Administration Building on May 28, 2009. Additionally, WISE conducted an asbestos demolition survey for the roofing materials on July 14, 2009.

A Phase 1 Environmental Site Assessment (ESA) for the project was prepared by H&K, dated March 5, 2010. The purpose of the ESA was to evaluate and determine if there is any evidence of recognized environmental conditions that exist on the project site which may or could potentially impact the subject property. To prepare the ESA, H&K researched history of the site, title records and the area within the immediate vicinity. In addition, H&K conducted interviews and/or researched local records at the following agencies:

- Nevada County Assessor's Office
- Nevada County Department of Environmental Health
- Town of Truckee Planning Department
- Nevada County Planning Department
- Nevada County Building Department
- Truckee Donner Public Utility District
- Truckee Sanitary District
- Hospital Staff

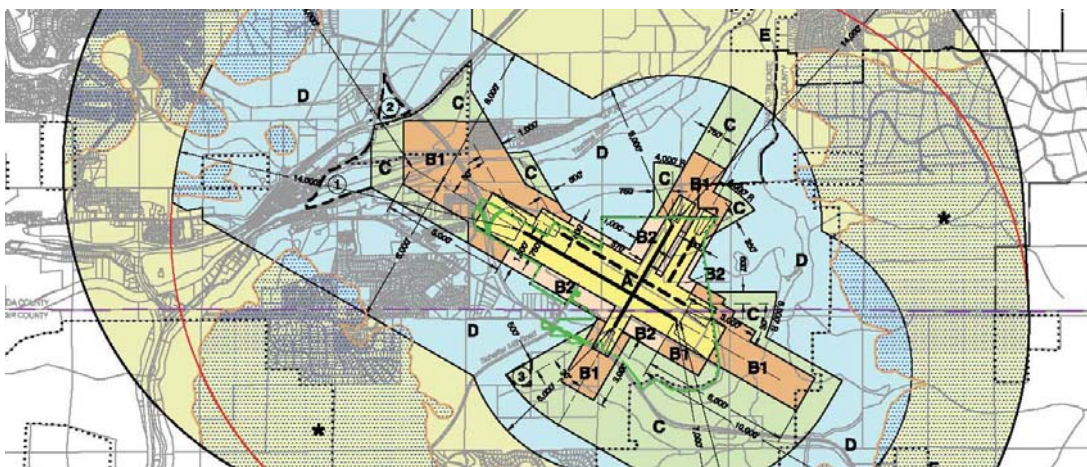
In addition, H&K conducted a site reconnaissance, reviewed aerial photographs & historical topographic maps and discussed past site activities and history of the property with the current property owner.

The project site has an existing private heliport, identified by the FAA as "64CA", located in the southeast corner of the site adjacent to Levon Avenue.



Existing Heliport Pad

The project site is located within the Truckee Tahoe Airport Land Use Compatibility Plan, Compatibility Zone E per Figure 2a. Nonresidential development within Zone E must meet certain criteria as defined in section 4.3.7 (Airspace Protection) of the Compatibility Plan.



*Truckee Tahoe Airport Land Use Compatibility Plan
Figure 2a*

The Truckee region has a generally high potential for wildland fires. However, the project is surrounded by fire breaks in the form of roadways and parking areas, has very gentle slopes throughout the site and the project has been designed to comply with all fire code requirements.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 the Truckee-Tahoe Airport Use Plan, 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 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	

Impact Discussion

Response to a) and c) The result of the surveys conducted by WISE Consulting & Training was that neither the building materials nor the roofing materials contained asbestos containing materials (ACM), lead based paint or other lead components. Mitigation Measures 8a and 8b are provided, as recommended by the WISE Consulting, are included to ensure that proper

direction is received from Nevada County Environmental Health Department on how to comply with local and federal EPA regulations.

To protect the public and the environment from potential infectious exposure to disease causing agents, the State of California has a Medical Waste Management Program (MWMP) in the Environmental Management Branch that regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The State of California oversees the MWMP for hospitals located within Nevada County. At the Tahoe Forest Hospital, all medical waste is temporarily stored inside a secured container located at the delivery bay near the east central portion of the hospital complex. Only select trained employees are allowed to handle the medical waste and the minor amounts of radioactive waste. Off-site disposal of the medical waste and radioactive waste is performed by a qualified outside contractor.

With the implementation of Mitigation Measures 8a and 8b and the continued adherence to the MWMP for handling, storage and disposal of hazardous waste, the project impacts will be **less than significant**.

Response to b) The Phase I Assessment prepared by H&K did not reveal any evidence of recognized environmental conditions in connection with the subject property except for those minor conditions which can be mitigated and are included within Mitigation Measure 8c. The assessment did identify the Lake Tahoe area as having a moderate to high radon potential due to the geologic classification. Since a portion of this project proposes re-development of some of the existing older structures, Mitigation Measure 8d recommends the completion of a radon gas survey inside the existing structures. Implementation of Mitigation Measures 8c and 8d will ensure that impacts will be **less than significant**.

Response to d) The project site is not listed as a local, State or Federal hazardous material site and therefore is considered to have **no impact**.

Response to e) Specific characteristics of the project have been avoided to comply with Section 4.3.7 of the Truckee Tahoe Airport Land Use Compatibility Plan such as: (a) Glare or distracting lights which could be mistaken for airport lights; (b) Sources of dust, steam or smoke which may impair pilot visibility; (c) Sources of electrical interference with aircraft communications or navigation; and (d) Any proposed use that creates an increased attraction for large flocks of birds. It is also noted that the project is not located within a Height Review Overlay Zone per the TTALUCP Compatibility Map (Figure 2a). Mitigation Measure 8g has been incorporated to ensure compatibility with Section 4.3.7 of the Truckee Tahoe Airport Land Use Compatibility Plan. Therefore, the project will not result in a safety hazard for people residing or working in the project area and will be **less than significant**.

Response to f) The project site has an existing private heliport, identified by the FAA as “64CA”, located in the southeast corner of the site adjacent to Levon Avenue. The proposed project does not include any portion of a building or building appurtenance that extends into the designated flight path, therefore the project complies with FAA and Caltrans Aeronautics requirements. The project does not result in a safety hazard for people residing or working in the project area; therefore the impacts will be **less than significant**.

Response to g) and h) The project has been reviewed by the Truckee Fire Protection District and complies with their requirements for fire flow, hydrant location, emergency access and

evacuation. The project design will not impair emergency access to and evacuation from the site and surrounding areas. The project is surrounded by fire breaks in the form of roadways and parking areas and has very gentle slopes throughout the site. The project is in compliance with Public Resources Code Section 4291(b), which requires all brush, flammable vegetation and/or combustible growth to be cleared within 100 feet of all structures. Although the campus is in compliance with the aforementioned code section, Mitigation Measure 8e is recommended to require the project to maintain the 100 feet clearance buffer for all existing and proposed structures. Compliance with the Truckee Fire Protection District ordinances and regulations for sufficient water, fire hydrant and sprinkler improvement and implementation of Mitigation Measure 8e will ensure that people or structures are not exposed to significant risk of loss, injury or death; therefore the impacts will be **less than significant**.

Mitigation Measures

- 8a. Provide each of the asbestos surveys conducted by WISE Consulting & Training, along with a Demolition Notification to the Nevada County Environmental Health Department, 10075 Levon Avenue, Suite 105, Truckee, CA 96161 to receive an Acknowledgement of Asbestos Assessment. This notification must include the name of the demolition contractor and must be received by the agency 10 days prior to the intended demolition date.
- 8b. If any suspect Asbestos Containing Materials (ACM) are encountered during renovation or demolition that were previously undetected, the consultant must be notified for appropriate responses and/or sampling can be determined.
- 8c. If evidence of medical waste, underground storage tanks, hydraulic fluid or contaminated groundwater associated with past operations are encountered during construction, an environmental professional shall be retained to assess the environmental conditions and to assist in evaluating proper removal and disposal options.
- 8d. Complete a radon gas survey by a qualified professional inside the existing structures on site prior to re-development to evaluate indoor air quality and potential exposure levels. If levels are found to be above the maximum recommended level of 4.0 pCi/L, measures recommended by the qualified professional shall be implemented to reduce the levels below 4.0 pCi/L such as building pressurization systems or mechanical barriers (plastic membranes) to prevent soil gas entry into the structure.
- 8e. Pursuant to Public Resources Code Section 4291(b), Tahoe Forest Hospital shall maintain the 100 foot fuel clearance setback for all existing and new structures located at the project site.
- 8f. The project shall comply with Section 4.3.7 of the Truckee Tahoe Airport Land Use Compatibility Plan to ensure that the following potential impacts are avoided: (a) Glare or distracting lights which could be mistaken for airport lights; (b) Sources of dust, steam or smoke which may impair pilot visibility; (c) Sources of electrical interference with aircraft communications or navigation; and (d) Any proposed use that creates an increased attraction for large flocks of birds.

9. HYDROLOGY AND WATER QUALITY

Environmental Setting

The project site lies within the Truckee River Watershed which is located within the Regional Water Quality Control Board, Lahontan Region (RWQCB) and is subject to their standards. Because the project will cumulatively disturb over one acre, the project will be subject to regulation under the Clean Water Act and a National Pollution Discharge Elimination System (NPDES) Construction General Permit.

Existing drainage conditions are assumed to be primarily overland sheet flow and storm drain infrastructure conveyed generally towards the north and east and discharges to natural drainage courses and meadows east of the site adjacent to Donner Pass Road. There are no known wetland areas, tributaries and/or waters of the United States located on site. Lastly, there are no FEMA mapped 100-year flood hazard areas on the site.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned use 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 a 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 storm water 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 Floor 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 or mudflow?				X

Impact Discussion

Response to a) and f) Storm water discharges and discharges from non-storm water uses such as irrigation or street sweeping may potentially contain soil particles or pollutants that could potentially degrade water quality of surface waters in the area unless properly mitigated. The project will be required to comply with the storm water runoff treatment and erosion control measures consistent with the Lahontan's guidelines, the Town of Truckee Storm Water Management Program (SWMP) and the Construction General Permit for temporary and permanent BMP's. In addition, the project must comply with current water quality and waste discharge requirements of Lahontan Basin Plan and Statewide Construction General Permit. Per the Lahontan guidelines, onsite retention is provided for 20-year, 1-hour volume of water from impervious areas. Conformance with water quality and waste discharge requirements will reduce water quality impacts to a less than significant level.

A Storm Water Pollution Prevention Plan (SWPPP) has been prepared in accordance with California State Water Resources Control Board (SWRCB) requirements. The SWPPP includes the implementation of the BMP's for construction activities. With the implementation of Mitigation Measures 9a, 9b, 9c and 9d, the project impacts to water quality standards will be **less than significant**.

Snow storage and snow removal are important considerations on-site, within the Town right-of-way and across the proposed center pedestrian island at Donner Pass Road. Snow will be stored on-site in landscape islands and other undeveloped areas. If the required amount of snow storage cannot be handled on-site, it will be hauled off-site to a permitted disposal site such as the Eastern Regional Landfill Transfer Station.

TFHD staff shall be responsible for keeping the crosswalk adequately clear of snow, as well as to ensure that snow on the remainder island does not unduly limit sight distance between pedestrians and oncoming drivers. Both snow storage and snow removal shall be included in the Maintenance Agreement between TFH and the Town, as required by Mitigation Measure 16d (Transportation / Traffic).

Response to b), c), d) and e) The project will not directly withdraw waters from the groundwater supply. Construction grading will not be located near any springs or high groundwater and will be of insufficient depth to interfere with groundwater. The project will not alter any drainage patterns as there are no streams or rivers located on site. Per Mitigation Measure 9a, the proposed drainage and directly related grading improvements will be required to be detailed on final Improvement Plans to be reviewed and approved by the Town Engineer and Lahontan prior to disturbance of the site. Based on the Drainage Report prepared by SCO dated January, 2010, the overall time of concentration will be reduced due to the rerouting of the storm drain mainline which results in an overall reduction in peak discharge to downstream facilities. Further reduction of flow will occur due to onsite retention. Based on the above information, project design and the requirement for an approved Drainage Report (MM 9a), the project will have **no impact**.

Response to g), h), i) and j) There are no known wetland areas, tributaries and/or waters of the United States located on site and there are no FEMA mapped 100-year flood hazard areas or other bodies of water on the site. As such, the project does not expose people or structures to significant risk of loss, injury or death involving flooding, inundation by seiches or mudflow and does not place any structures within a 100-year floodplain. Therefore, there is **no impact**.

Mitigation Measures

- 9a. No grading shall occur on the site and no grading or building permits shall be issued for the project until the Improvement Plans and Drainage Report for the project are approved by the Town Engineer and the SWPPP is approved by Lahontan.
- 9b. The required Improvement Plans and Drainage Report per MM 9a shall include temporary and permanent erosion control methods consistent with the requirements of Lahontan and *State of California Best Management Practices Handbook* prepared by the American Public Works Association Storm Water Task Force and the Town of Truckee SWMP.
- 9c. In compliance with the requirements of the State General Construction Activity Storm Water Permit, as well as the Water Quality Control Plan for Lahontan, the applicant shall prepare a SWPPP which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-storm water management controls. This plan shall cover the entire Tahoe Forest Hospital site. The SWPPP shall also be submitted to Lahontan for review and approval.
- 9d. The applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. Water quality controls may include, but are not limited to, the following:
 - i. Stabilize all disturbed areas by October 15th of each year.
 - ii. Install temporary gravel dikes, earthen dikes or sand bag dikes to prevent the discharge of pollutants.
 - iii. Install infiltration trenches or other protection facilities.
 - iv. Revegetate disturbed areas and maintain vegetation.

10. LAND USE & PLANNING

General Plan Consistency

The Tahoe Forest Hospital is located within the “Gateway Area” of the Town of Truckee. Truckee’s 2025 General Plan identifies the Gateway Area as an “opportunity for improvement and enhancement of its town-oriented character.” The project has been designed to be consistent with several of Truckee’s 2025 General Plan Goals & Policies, examples of which are as follows:

- ✓ **Economic Development Element ED-4** - *Expand health-related services in Truckee to enhance the Town’s position as a center for health care services for the North Lake Tahoe area.*
- ✓ **Economic Development Element P4.1** - *Provide adequate land, zoned appropriately, to provide expansion site for the local health services sector near existing concentrations of such businesses.*
- ✓ **Community Character Element P8.1** – *Encourage the redevelopment of the Gateway Area from an auto-oriented, strip-commercial dominated corridor, to a place that invites pedestrian activity and provides gathering places and opportunities for interaction.*
- ✓ **Community Character Element P8.4** – *Improve the pedestrian- and bicycle-friendliness of the corridor through sidewalk and streetscape Improvement that address issues such as sidewalk continuity, paving materials and signage, links between adjoining properties, and connections to the town’s network of trails and bikeways.*
- ✓ **Community Character Element P8.5** – *Encourage design oriented to the pedestrian realm through the following measures:*
 - ◆ *Building design along Donner Pass Road that is proportionate to the width of the street that it fronts, is oriented to the street, and minimizes setbacks from the public right of way.*
 - ◆ *Appropriate design and siting of parking facilities to minimize their visual impact and break up their massing.*
 - ◆ *Design of facades and building frontages that provide pedestrian-scale detail and a high level of visual interest along the street frontage, including storefront display windows, articulated massing, and fine-grain architectural detail.*
- ✓ **Land Use Element GW-P1** - *Ensure that new development and land uses support the following goals for the Gateway Area:*
 - ◆ *An attractive streetscape.*
 - ◆ *Adequate landscaping and street trees.*
 - ◆ *Uses and design that encourage community activity and street life, including new civic and public spaces.*
 - ◆ *Preclusion of generic, auto-oriented and strip commercial type development.*

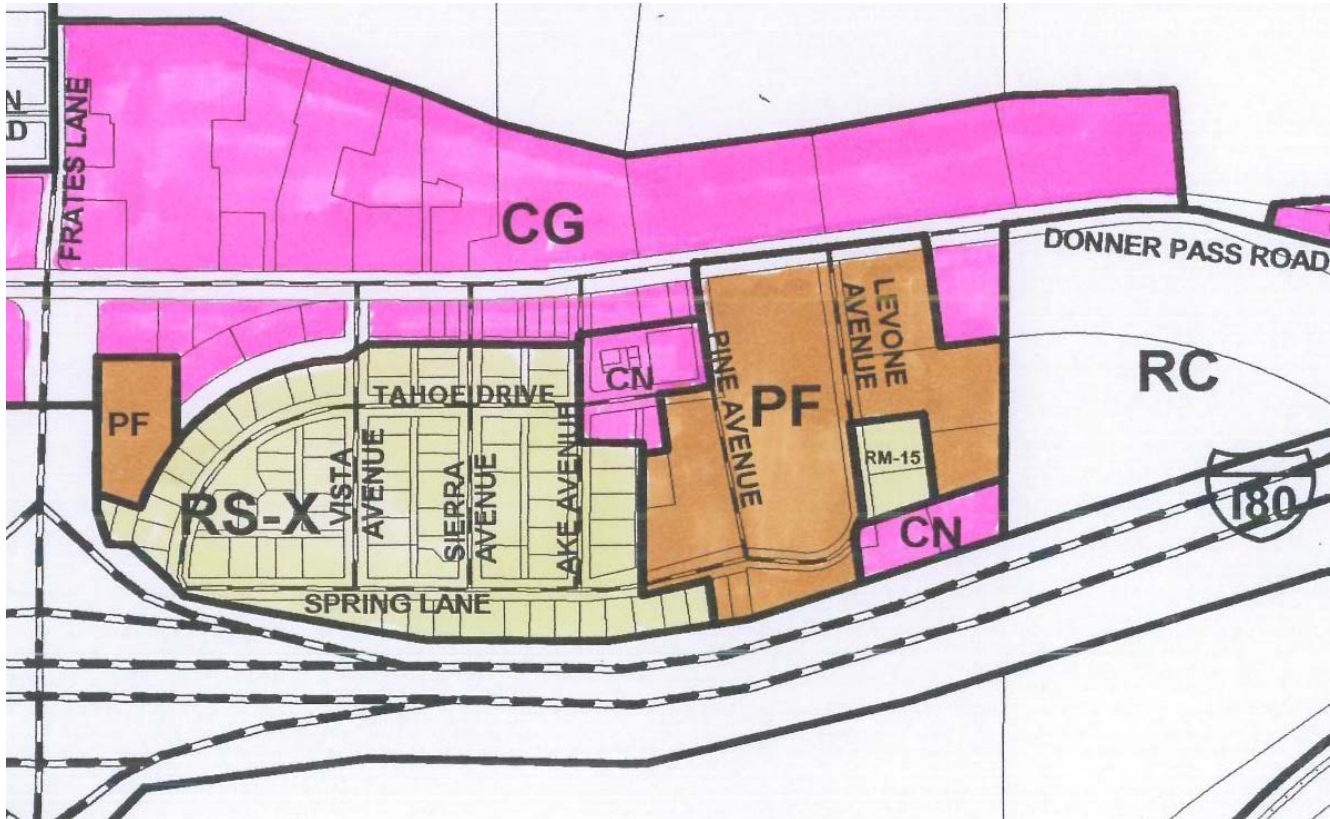
- ◆ *New vertically and horizontally integrated mixed use development, particularly that which incorporates residential uses as well as high quality commercial development.*
- ◆ *Pedestrian-oriented design, incorporating connections between adjacent parcels and uses, street furniture, and human-scaled design features.*
- ◆ *Provision of bicycle facilities along Donner Pass Road, and connections to the town-wide bicycle and trails network.*
- ◆ *Enhanced connectivity to Downtown Truckee and other parts of the town.*
- ✓ **Land Use Element P6.3** - *Improve the quality and character of development along Donner Pass Road in the Gateway Area, including improvements that encourage a pedestrian-oriented environment and that facilitate walking and bicycle use.*
- ✓ **Land Use Element P6.4** - *Require buildings to be located closer to the street, where appropriate, and for off-street parking areas to be located to the rear of commercial buildings, where feasible. Ultimate building locations must accommodate snow removal and snow storage, and should maximize solar orientation.*
- ✓ **Land Use Element Table LU-2 – Land Use Designation / Floor Area Ratio – Public (Hospital/Office): 0.20 (20%) of Total Area**
Note: Densities and intensities shown for each land use designation reflect an average for the entire Town.

The project is located within the Town’s “Public Hospital/Office” General Plan Land Use Designation. This designation is used specifically for public hospital facilities and grounds.

Zoning Consistency

The project site is located within the PF zoning district. Public hospitals are an allowable use under the PF zoning designation. The zoning districts and General Plan land use designations for surrounding properties are as follows:

<u>Direction</u>	<u>General Plan</u>	<u>Zoning</u>	<u>Land Use</u>
North	Commercial	CG	Commercial; Hospital
South	Public Hospital/Office	CN / PF	Commercial; Hospital; Interstate 80
East	Public Hospital/Office	RM-15 / PF	Commercial; Multi-family housing
West	Residential	CN / RS-X	Single-Family housing; Commercial



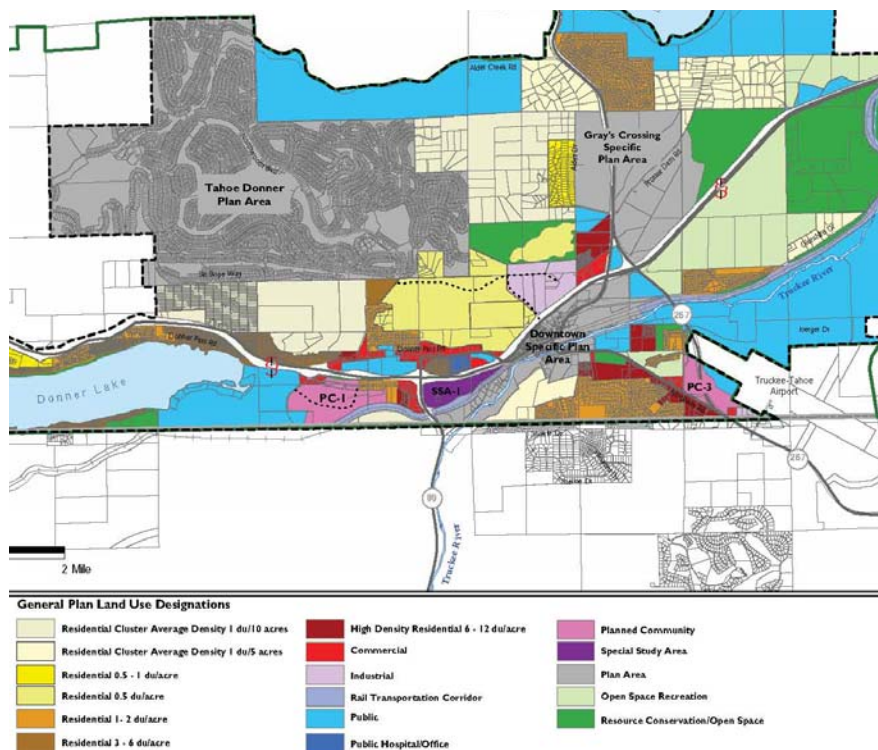
Town of Truckee Zoning Map

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with the Truckee General Plan, Downtown Specific Plan and/or Development Code or any applicable land use plan, policy or regulation of an agency with jurisdiction over the project 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

Impact Discussion

Response to a) and b) The project has been found to be consistent with the land use density policies and criteria of the 2025 General Plan land use designations. The 2025 General Plan has given special consideration of the importance of expanding the health-related services in Truckee and its potential for growth and development throughout the life of the General Plan per Economic Development Element ED-4. The General Plan also identifies Truckee as being the center for health care services for the North Lake Tahoe area.

Per the Land Use Element of the General Plan, non-residential uses, including commercial, industrial and public land uses, intensity is expressed as an average Floor Area Ratio (FAR). FAR is calculated based on total building floor area in proportion to the total size of the building's lot. Densities and intensities shown for each land use designation **reflect an average for the entire Town.** For example, an individual project with a land use designation of "Public" such as a hospital, may have a higher or lower FAR, while the average intensity Town-wide would not exceed 0.20. Higher densities and intensities relative to other lands carrying the same land use designation are allowed on lands with fewer environmental constraints and with available services such as sewer, public water, and public roads, as well as on lands closer to or in existing developed areas, such as infill properties. This project is part of an existing development, does not have any environmental constraints and is served by public sewer, water and roadways. As shown on Figure LU-1 – General Plan Land Use Map, there are large portions of land designated as "Public" (shown in blue). Large portions of the "public" designated lands have environmental constraints such as steep slopes and wetlands and are further from the existing developed core of the Town; therefore they are allowed lower densities and intensities, keeping the overall Town-wide intensity of "public" lands less than 0.20 per the Land Use Element of the General Plan.



General Plan Land Use Map – Figure LU-1

The project design, location and use are consistent with the goals, policies and objectives of the various elements of the General Plan. The project is also consistent with the development standards applicable to the PF Zoning District for land uses that require a Development Permit and Planned Development. Development Code Section 18.78.020 states that a Planned Development may be requested for any commercial project within any commercial zoning district. The Planned Development allows flexibility to the development standards where

necessary and justifiable (ie/ building height, building setbacks, etc.). The requested deviations are to allow for the proposed Cancer Center to exceed the maximum building height and allow for a reduced setback to Donner Pass Road which results in a better project and is encouraged by General Plan policies for the Gateway Area. These deviations and General Plan Policies are further explained in Chapter 1 – “Aesthetics” of this Initial Study.

The project includes a water efficient landscape plan and will have sufficient public utility and roadway infrastructure to support the entire development, all of which are consistent with the zoning ordinance. Additional noise and lights will be added to the surrounding neighborhood; however, as discussed in the *Aesthetics* and *Noise* sections herein, the project is found to be consistent with the appropriate zoning district and surrounding neighborhoods. In regards to the land use compatibility impacts, it is not anticipated that the project will negatively impact the surrounding residential land uses due to the primary infill nature of the project and the proximity of the new development to residential structures.

Since the project does not physically divide an established community and does not conflict the Truckee General Plan, Development Code or Downtown Specific Plan, there is **no impact**.

Response to c) A search of the USFWS website and discussions with Town of Truckee planning staff revealed that there are no Habitat Conservation Plans or Natural Community Conservation Plans that are applicable to this project; therefore there is **no impact**.

Mitigation Measures

No Mitigation Required.

11. MINERAL RESOURCES

Environmental Setting

The site is not identified as an area of significant mineral resources by the Town of Truckee’s 2025 General Plan or the State of California. Additionally, there is no evidence of previous aggregate mining on the site.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

Impact Discussion

Response to a) and b) The location of the proposed project is not within an area designated as an important resource because of its existing development. Further development of the site will not result in the loss of significant mineral resources and therefore, will have **no impact**.

Mitigation Measures

No Mitigation Required.

12. NOISE

Environmental Setting

The project site is located at 10121 Pine Avenue, adjacent to Levon Avenue and Donner Pass Road. Donner Pass Road runs east-west through the center of Town. The site is developed and is surrounded by commercial and residential development. The project is not located within 2 miles of the Truckee Tahoe Airport.

An Environmental Noise Assessment was prepared for the project by Bollard Acoustical Consultants (BAC), dated March 31, 2010. A continuous ambient noise level survey was conducted by BAC on August 7-11, 2009 and two short-term ambient noise level surveys were conducted on January 27, 2009 to determine ambient noise in the immediate project vicinity, primarily from Interstate 80 and Donner Pass Road traffic.

The Town of Truckee's 2025 General Plan also provides noise goals, objectives, policies, and strategies in order to address the co-existing of a variety of land uses within the Town. The Noise Element of the General Plan is the guideline for noise standards for transportation noise sources.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established by the Truckee General Plan or Development Code, 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 the Truckee-Tahoe Airport Land Use Plan, expose people residing or working in the project area to excessive noise levels?				X
f) For a project with the vicinity of a private airstrip, would the project expose people residing or working in the area to excessive noise levels?			X	

Impact Discussion

Response to a) The project will generate noise typical of hospital uses, which as identified in the General Plan, is a land use compatible with the residential and commercial uses adjacent to the project site. The project will not result in a substantial permanent or periodic increase in ambient noise levels in the project vicinity above existing levels in the surrounding area. There will be localized and temporary fluctuations in noise levels as a result of project construction; however, the General Plan has identified noise thresholds with which the project will comply.

The primary noise-producing elements associated with the project include the proposed emergency generator and the main chiller facility including the cooling towers. The new emergency generator would be noticeably quieter than the existing emergency generator. According to the Noise Analysis prepared by Bollard Acoustical Consultants, noise exposure from the cooling towers would potentially exceed the Town's noise criteria by 3 - 7 dB at the closest residential properties. Implementation of Mitigation Measures 12a is expected to reduce the noise exposure from the cooling towers below the Town's noise criteria, resulting in an impact that is **less than significant**.

According to the acoustical analysis, the CNEL on Donner Pass Road will be 67dBA, which requires interior noise level reduction to 45 dBA. BAC has indicated that standard construction techniques will reduce the noise level by a minimum of 25dBA. Interior noise exposure to hospital employees and residents generated from future traffic along Interstate 80 may be as high as 50 dB L_{dn} at existing and proposed uses on the south side of the hospital campus. In this range, medical and office uses are classified as "conditionally acceptable". Incorporation of Mitigation Measure 12b, the noise levels can be attenuated to acceptable levels, resulting in an impact that is **less than significant**.

Response to b) This project does not propose any substantive sources of groundborne vibration; therefore there will be **no impact**.

Response to c) and d) The project will generate additional traffic in the project area, however, traffic noise related to the project is anticipated to increase from 0 to 1 dB in the immediate project vicinity. Increases in that range are considered **less than significant**.

Short term noise levels are normally associated with project construction. However, as noted in the Environmental Noise Assessment, daytime maximum noise levels at the nearest residences

were measured as high as 96 dB. It is not expected that project construction will exceed those measurements, therefore adverse short-term noise impacts are anticipated to be **less than significant**. Construction activities will be limited to daytime hours per Mitigation Measure 12c and construction staging areas shall be designated and shown on the Grading Plans per Mitigation Measure 12d.

Response to e) The project is located outside of the Truckee-Tahoe airport's 1999 and 2020 CNEL contours of 55dB or higher; therefore the project area will not expose people to excessive noise levels caused by the airport and there will be **no impact**.

Response to f) The project site has an existing private heliport, identified by the FAA as "64CA", located in the southeast corner of the site adjacent to Levon Avenue. Since the heliport is existing and will not be expanded as part of this project, the project will not expose people residing or working in the area to increased noise levels; therefore the impact is considered **less than significant**.

Mitigation Measures

- 12a. Silencers shall be applied to the intake and discharge elements of the cooling towers to reduce the noise exposure by a minimum of 7 dB. The contractor shall work with Kinetics Noise Control or other qualified consultant to develop specifications for project cooling tower silencers.
- 12b. Applicant shall incorporate sound transmission class (STC) 35 or higher exterior windows and doors at project building facades of noise sensitive uses with line of site to Interstate 80 (i.e. South or west facing facades).
- 12c. Hours of operation for exterior construction activities shall be limited from 7 am to 7 pm or dusk, whichever occurs first, Monday through Saturday. Interior construction activities may occur after these hours if such activities will not result in exterior noise audible at the property boundary. Hours of operation shall be noted on the Improvement Plans.
- 12d. Construction staging areas and equipment storage shall be located in close proximity to the actual construction area for improvements proposed. These areas shall be shown on the Grading Plans. All equipment storage shall be confined to the staging area.

13. POPULATION AND HOUSING

Environmental Setting

The Town of Truckee 2007-2014 Housing Element provides for the identification and analysis of existing and projected housing needs and articulates the Town's official policies for the preservation, conservation, improvement, and production of housing within the Town of Truckee. For non-residential development projects, a workforce housing plan is required that meets the requirements of Chapter 18.216 of the Development Code which states:

“For development projects that generate seven or more but less than 20 FTEE, the development project shall pay a fraction of an in-lieu affordable housing fee equivalent to the number of FTEE divided by 28.”

The Tahoe Forest Hospital District has provided for and is committed to providing workforce housing for its employees. The hospital currently owns or leases eleven (11) single-family dwellings ranging from 1-bedroom apartments to 5-bedroom homes. These properties are made available as part of a specific employment package for administrative staff, nursing staff, visiting physicians, part-time or traveling employees and full-time employees including their family members.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly or indirectly?			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

Impact Discussion

Response to a), b) and c) The proposed Cancer Center is the only building use associated with the proposed project that is anticipated to necessitate additional employees. The new Cancer Center is estimated to employ 25 total employees consisting of doctors, nurses, radiologists and administrative personnel. Of the 25 employees, 11 will be moved from the existing Cancer Center building to the new building, resulting in a “net increase” of 14 FTEE. The vacated space from the existing Cancer Center will be used for existing administration office space and will not generate new employees as it will be backfilled with existing hospital personnel. The number of required workforce housing units per Section 18.216.040 B.2.ii is calculated as follows: **$14 \text{ FTEE} / 28 = 0.5 \text{ Units}$**

For fractions of workforce housing units, the developer has the option to construct or provide the next higher whole number of units OR pay an in-lieu fee equivalent.

The proposed project will not displace any existing housing or necessitate the construction of replacement housing; therefore the project will have no impact on existing housing or people. The project will neither induce population growth otherwise addressed in the 2025 General Plan nor displace any existing dwelling units; therefore the project will have **no impact**.

Mitigation Measures

No Mitigation Required.

14. PUBLIC SERVICES

Environmental Setting

Public services are provided by the Town of Truckee, Truckee Fire Protection District (TDFPD), Truckee Sanitary District (TSD) and Truckee Donner Public Utility District (TDPUD). Wastewater disposal is provided to the hospital by Truckee Sanitary District and conveyed to the Tahoe-Truckee Sanitation Agency treatment plant. Water and electrical services are provided by Truckee Donner Public Utility District.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

Impact Discussion

Response to a) Tahoe Forest Hospital District representatives met with the Town Staff, TDFPD, TSD and TDPUD (Electric & Water) in separate meetings in May/June 2009 to present the proposed project. All of these agencies indicated that their existing facilities and services have adequate capacity to serve the proposed project.

The project can be served by the existing facilities, equipment and staffing within the Truckee Fire Protection District and Town of Truckee Police Department. TSD, TDPUD and TTSA have sufficient capacity for this project. No new or altered facilities will be required as a result of this project. The Town collects fire mitigation fees which ensure that there will be no potential fire protection impacts. The project will not create any additional demand for school facilities or park facilities. It is not anticipated that the project will result in any substantial

adverse impacts associated with the hospital expansion; therefore, there will be **no impact** to Public Services.

Mitigation Measures

No Mitigation Required.

15. RECREATION

Environmental Setting

Recreational services are provided by the Truckee Donner Recreation and Park District. An existing bike path (Class II) is located on Donner Pass Road. This bike route is identified in the Town of Truckee Trails & Bikeways Master Plan and no proposed/ future trails are designated within or adjacent to the project area. Pursuant to the Development Code, recreational amenities are not required for hospital projects.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

Impact Discussion

Response to a) and b) The existing bike path on Donner Pass Road will remain in place and will not be affected by the project. The project will not generate additional recreational users and will not create any additional demand for recreational facilities. Recreational facilities are not required for this project; therefore there will be **no impact** associated with recreation.

Mitigation Measures

No Mitigation Required.

16. TRANSPORTATION / TRAFFIC

Environmental Setting

The Tahoe Forest Hospital campus is located along Donner Pass Road and is served by a system of local streets including Pine Avenue, Levon Avenue, Tahoe Drive and Spring Lane. Donner Pass Road is Truckee's most important local thoroughfare and is the most heavily traveled arterial (non-highway) route. Donner Pass Road spans through downtown Truckee and the Gateway Commercial area from Highway 89 North, past Donner Lake to Soda Springs.

The Tahoe Forest Hospital currently utilizes a combination of on-street parking and parking within designated parking lots. An extensive parking study was conducted for the hospital in October, 2004. A traffic study was prepared for this project by LSC Transportation Consultants, Inc., dated March 17, 2010. The study analyzed both the traffic impacts and parking impacts associated with the proposed development and provided updates to the 2004 parking study. In addition, the study also evaluated the pedestrian crossing facility on Donner Pass Road near the Pine Avenue intersection.

The Town of Truckee General Plan policy P2.1 for Level of Service (LOS) threshold standards was applied to the following 4 study intersections: SR 89 South / Donner Pass Road; Lake Avenue / Donner Pass Road; Pine Avenue / Donner Pass Road; and Levon Avenue / Donner Pass Road. In summary, the traffic study concluded that all study intersection operate sufficiently with the project except for SR 89 South / Donner Pass Road intersection which operates at LOS F in future 2025 scenario with OR without the project.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 Truckee General Plan, Development Code, and/or Public Improvement and Engineering Standards?		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 regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		

Impact Discussion

Response to a) and b) The Traffic Study prepared by LSC evaluated 4 key intersections: (1) SR 89 South / Donner Pass Road; (2) Lake Avenue / Donner Pass Road; (3) Pine Avenue / Donner Pass Road/ and (4) Levon Avenue / Donner Pass Road. The Cancer Center is estimated to generate approximately 118 new Vehicle Miles Traveled (VMT). The traffic study concluded that the project as proposed will not adversely affect the LOS for any of the key intersections. The LOS at SR 89 South / Donner Pass Road intersection was found to be insufficient with or without the proposed project. This intersection has been evaluated under previous traffic studies and future upgrade options have been explored which include either signal improvements or a roundabout. Either option would provide acceptable LOS conditions at the SR 89 / Donner Pass Road intersection. The long range improvements to this intersection are included in the *Town of Truckee Traffic Impact Fee Program*. Mitigation Measure 16a requires the payment of Traffic Impact Fees which would mitigate the long range LOS impacts to this intersection. Short range improvements are not included in the Town of Truckee Traffic Impact Fee Program. Mitigation Measure 16a also requires short range improvements, including a detailed intersection analysis and intersection improvements based on the analysis.

Parking: The Parking Analysis prepared by LSC dated March 17, 2010 determined the peak parking demand for the overall project to be **457 stalls**, based on the number of employees and patients/visitors. Some of the assumptions made to determine the overall parking demand were as follows:

- Current total of 519 employees (based on an inventory taken February 19, 2010)
- Total Existing Peak Parking Demand = 409 Vehicles (Including TFH + MOB)
- Proposed Project increases Peak Parking Demand by 56 vehicles (on main TFH campus south of Donner Pass Road)
- Removal of Existing Cancer Center in MOB and replaced with more typical medical office uses will reduce overall peak parking demand by 8 vehicles (on MOB site north of Donner Pass Road)
- Proposed Cancer Center will require 25 Staff
- 2nd Floor of the Cancer Center has a potential of up to 46 employees (per "Office" land use – 3.32 employees per 1000 sf of floor area)

The parking study also determined that implementation of an Employee Carpooling Program (Mitigation Measure 16b) could reduce the peak parking demand by 5 vehicles to **452 stalls**. In conjunction with LSC's parking analysis, SCO Planning & Engineering prepared a parking exhibit that depicts 379 parking stalls within on-site parking lots and 128 on-street parking stalls within the public right-of-way.

On street parking along Levon Street, Pine Street, Spring Street, Tahoe Drive and a portion of Donner Pass Road supply some of the parking demand for Tahoe Forest Hospital. Currently the Town has no policy for counting or providing credit for on street parking utilized by a specific use to offset their required parking demand. However, the Town has set a precedence for issuing parking credits for on street parking in the Downtown area and has approved some on street parking credits for certain uses in specific cases. Historically, Levon Street, Pine Street, Spring Street and Tahoe Drive have been used to park vehicles associated with hospital activity. That use was recognized in the 2004 parking demand study prepared by LSC for the Western Wing addition to Tahoe Forest Hospital. It was recognized in that report that there was a deficient parking supply for the demand and providing additional parking in and around the area was recommended. To that extent, the hospital embarked on a parking improvement program that provided 83 additional stalls located in the mid-section internal parking area and north of the Medical Office Building (MOB). The 2004 report recognized that ongoing parking demand studies should continue and a parking management effort should take place prior to developing new paved parking areas. The goal would be to maximize existing paved areas in and around the hospital site and to avoid the aesthetic damage of paving additional parking areas. In discussions with Town Staff, it was recognized that the preferred environmental alternative would be to maximize existing paved areas in and around the hospital recognizing that some of the on-street parking is shared by other uses in the area. It was agreed that the Town would credit some ratio of on-street parking to offset the hospital's parking demand if that credit was predicated upon adoption and implementation of an effective parking management plan resulting in an efficient and effective use of all the parking areas in and around the hospital site.

Utilization of a Parking Management Plan directing day time staff/employees arriving during non-peak hours to specific locations on Levon and Spring Streets and at the MOB area would free up use of the highly visible on-site parking areas northwest and south of the western addition. Implementing such a program would reduce vehicular circulation around the site during peak times when visitors or patients are searching for parking in these highly visible areas. Therefore, to maximize use of the existing paved area and reduce vehicular circulation associated with parking stall search during peak hour times, a final Parking Management Plan shall be prepared and approved in accordance with Mitigation Measure 16c.

Better use of the existing paved areas both on-site and off-site appear to be the environmentally superior alternative to building new parking lots and paved areas to accommodate the four hour peak demand time Monday thru Friday. However, more emphasis on better use of the on and off site parking areas will create more impacts on road maintenance and snow removal activities provided by the Town Department of Public Works Division. It is recognized that in order to continue to utilize a portion of the public right-of-way for hospital parking and implement the environmentally superior alternative, some form of maintenance and snow removal should be provided to offset the impact to Town services. Therefore, the Hospital District is proposing to take over road maintenance and snow removal responsibilities for the areas of Levon Street, Spring Street, Pine Street, Tahoe Drive and the parking area along a portion of Donner Pass

Road (along the project frontage) in return for allowing credit to be applied to offset the hospitals parking requirements during peak hour demand (Mitigation Measure 16d).

As shown in the parking exhibit prepared by SCO (Exhibit P-1), the total parking supply for the project was determined as follows:

1. The project will initially provide a total parking supply of 496 stalls which includes 368 on-site parking stalls AND 128 parking stalls within the public right-of-way. However, in discussions with the Town Engineering Department, it was agreed that certain portions of the public right-of-way are shared by other uses in the area (as discussed above) and should be considered as 75% hospital use rather than 100% hospital use. Parking within the right-of-way along Pine Avenue, Tahoe Drive and Levon Avenue provide a total of 71 parking spaces, however it is assumed that 75% (or 53 parking spaces) can be counted for hospital use because other uses are also adjacent to the right-of-way. The parking within the right-of-way along Spring Street and Donner Pass Road provide a total of 57 parking spaces. It is assumed that 100% are utilized for hospital use at Spring Street and Donner Pass Road because there are hospital uses on both sides of the street(s). The “shared parking” reduces the total supply of parking stalls for hospital use within the public right-of-way from 128 to 110. Therefore the total parking supply including the adjustment to the public right-of-way is **478 stalls** ($368 + 110 = 478$).



Proposed Parking Exhibit

2. The Parking Analysis prepared by LSC considers the “effective” parking supply to be 5% less than the actual number of spaces which is consistent with standard parking planning principals as well as the 2004 Parking Study. This allows for some availability during peak times and avoids excessive searching by drivers for the last few available parking spaces. By applying this 5% reduction, the total effective parking supply is determined to be **454 stalls** ($478 \times .95 = 454$); therefore, the parking supply exceeds the parking demand by 2 stalls ($454 - 452 = +2$) at build-out of all phases.

The proposed project is expected to increase the number of pedestrians crossing Donner Pass Road between the existing Truckee Forest Hospital (TFH) and the Medical Office Building (MOB). The existing crosswalk across Donner Pass Road will be relocated and improved as a result of the project to improve pedestrian safety between the TFH and MOB campuses by implementation of Mitigation Measure 16e.



Proposed Pedestrian Crossing

Response to c), d) and e) The site is already developed and the new construction associated with the project will not result in a change in air traffic patterns. All of the roads which access the existing hospital are constructed to Truckee road standards and also exceed the standards for emergency access. Therefore, the project will have **no impact** related to air traffic patterns, incompatible uses, increased hazards due to a design feature or emergency access.

Response to f) In summary, the traffic study concludes that the proposed hospital expansion is consistent with Truckee’s 2025 General Plan. With the incorporation of specific mitigation measures recommended by the traffic study and incorporated herein, the project’s impacts to public transit, bicycle or pedestrian facilities will be **less than significant**.

Mitigation Measures

- 16a. **Long Range:** Based upon the traffic analysis and current Town of Truckee Development Impact / Mitigation Fee table, the project shall pay \$142,134.25 to the Town of Truckee’s Traffic Impact Fee Program at the time of building permit issuance. This fee amount is based on the Town of Truckee Development Impact / Mitigation Fee table, current version effective February 1, 2010. Per the table, the fee is \$4.15 per square foot of floor area for a “Hospital” land use plus an additional administrative fee of \$59 ($34,235 \text{ sf} \times \$4.15 = \$142,075.25 + \$59 = \$142,134.25$).

Short Range: Unless already performed by others, the applicant shall perform a detailed analysis at the SR 89 South / Donner Pass Road / Frates Lane intersection, at the applicant's expense, to determine the combination of short range improvements which will maximize intersection capacity at this location. The detailed analysis may identify other combinations of re-striping and/or signal phasing improvements beyond those identified in this study which will maximize the short range future capacity of this intersection within the existing roadway widths. The intersection improvements identified through the detailed intersection analysis will be determined during the review of the improvement plans, and approved by the Town Engineer, prior to building permit issuance. Prior to temporary or final Certificate of Occupancy of any buildings, the applicant shall implement the approved intersection improvements, at the applicant's expense. The applicant may request reimbursement of a fair-share portion of the short-range improvements from future discretionary Category 3 and 4 projects (as defined by General Plan Table CIR-6) that add traffic to the SR 89 South/Donner Pass Road/Frates Lane intersection. It is the intent of the Town to include language requiring such projects to reimburse this project for their fair-share cost of the short-range improvements as a part of the future land use conditions of approval; however, it will be the responsibility of this project applicant to request that such a condition be placed on applicable projects prior to project approval.

- 16b. Per the recommendation by the LSC parking analysis, a carpooling program shall be implemented by the Tahoe Forest Hospital District to reduce the parking demand by at least 5 spaces in accordance with the 2004 parking study.

As part of the carpooling program, the TFH District will designate an employee transportation coordinator, and include this responsibility in their written job description. As part of this role, the employee transportation coordinator will, at a minimum:

- Coordinate ridesharing information, including posting flyers/posters at employee reporting locations and use of email to encourage the use of ridesharing;
- Maintain a database of employees interested in carpooling, as well as a means of matching employees. This could be accomplished either in-house, or through a carpool matching website, such as the Washoe Regional Transportation Commission's "Smart Trips" website.
- Provide a minimum of four onsite preferential carpool parking spaces, and monitor their use.
- Conduct an annual employee survey on commuting travel mode, time of travel, general home location and interest in carpooling. Prepare a concise annual report.

- 16c. A final Parking Management Plan shall be prepared for full project build-out and approved by the Town Engineer to ensure adequate parking conditions are provided both on the TFH campus and on nearby streets, and shall include the following:
- i. Establish time limits for preferred visitor and patient parking in the most convenient parking areas during peak hours Monday thru Friday.
 - ii. Direct employee daily parking to specific locations (i.e. Spring Street, the back parking lot by the proposed skilled nursing facility, MOB parking lot, the west side of Levon Street and along Donner Pass Road).

- iii. Ongoing monitoring of parking demand on a quarterly to semi-annual basis. This will include parking occupancy counts for parking areas both within the campus and on nearby streets, as well as observation of employee parking. Results of the ongoing monitoring would designate preferred locations for employee parking, desirable locations for short term visitor and patient parking, and realistic long term parking areas for employees. It would also quantify parking conditions on nearby streets, and the degree to which the Hospital is contributing to the parking demand. Monitoring reports would be available to the public.
 - iv. Designation of parking condition thresholds that would trigger additional parking management steps. These additional steps will depend upon the results of the monitoring process, but may include additional regulation of parking areas, additional steps to reduce parking demand, and/or additional parking supply.
- 16d. A Road Maintenance Agreement shall be established and approved by the Town Engineer to define road maintenance and snow removal responsibilities for Levon Street, Spring Street, Pine Avenue, Tahoe Drive and along the parking area of the hospital frontage within Donner Pass Road. The Maintenance Agreement shall include, but not be limited to, maintenance activities related to crack sealing, slurry sealing, repaving, curb and gutter, sidewalk, sweeping, snow removal and off-haul, landscaping, vegetation and litter management, utilities and onsite drainage infrastructure. Parking along Donner Pass Road shall not block the Class 2 Bike Path.
- 16e. A new Pedestrian Crossing shall be constructed near the intersection of Pine Avenue / Donner Pass Road to include the following:
- i. Remove the existing marked crosswalk at the intersection of Pine Avenue. Relocate the marked crosswalk approximately 100' east of Pine Avenue so that it lines up with the entrance to the MOB. Walkways and stairs/ramps should be provided on either end to allow direct access between the MOB and TFH.
 - ii. Construct a raised median pedestrian refuge island in the TWLTL on Donner Pass Road approximately 100 feet in length, centered in the segment of Donner Pass Road between its intersections with Pine Avenue and Levon Avenue.
 - iii. Provide advance yield pavement marking along with "Yield here to Pedestrian" signage 20 feet in advance of the crosswalk location in both travel directions as specified in the MUTCD.

- iv. Provide a pedestrian activated flashing beacon system including two signal displays for each direction of traffic, one on each side of the travel lane. The beacons can be located on the same supports used for the signs.

Products

Products | Traffic Beacons | R820 Solar Pedestrian Crosswalk Flashing Beacon



R820 - Solar Pedestrian Crosswalk Flashing Beacon

Benefits

- No trenching, wiring, cabling or specialized work crews
- No connection to the electrical grid, can be placed in virtually any location
- Operate maintenance free for up to five years
- Immune to electrical grid failures
- Eliminates electrical bills, minimizes installation costs and reduces maintenance cycles

Features

- Push-button activated flashing beacon
- Allows pedestrians to alert traffic to their presence at a crosswalk
- Optional centralized control
- Ability to wirelessly link between beacons in a system
- Maximum programmability and convenience

Applications

- Roadway Flashing Beacons
- Crosswalk Flashing Beacons

Documentation

- Traffic Brochure
- Owners Manual
- Product Certifications

Contact Information

Find a Distributor
General Inquiry Form
Phone: 1.877.722.8877
E-mail: info@carmanah.com

17. UTILITIES / SERVICE SYSTEMS

Environmental Setting

Wastewater collection and conveyance at the existing hospital and proposed project site is provided by Truckee Sanitary District (TSD). Sewage is currently collected by gravity flow and is transported to an 8" sewer main in Levon Ave and conveyed easterly to the wastewater treatment plant. Wastewater treatment is provided by the Tahoe-Truckee Sanitary Agency (TTSA). TTSA operates a 9.6 million gallon per day (mgd) treatment facility east of Truckee. TTSA's treatment facilities provide tertiary-level treatment of wastewater.

Water service is provided by Truckee Donner Public Utility District (TDPUD). TDPUD utilizes groundwater wells as its source of water supply with pumping facilities and storage tanks serving the various pressure zones throughout the district's water supply boundaries. The Hospital is located in TDPUD's 6040 pressure zone which is fed by the existing water storage tank located behind the Safeway shopping center and a PRV valve station from the adjacent 6170 pressure zone. Ground floor of the hospital is at elevation 5915 so there is a static head of approx. 125' (6040-5915=125') which is 54psi static pressure. Flow tests conducted in July 2009 at hydrants located at the hospital campus confirmed the available pressure to be 54-64 psi.

Electric service in the project area is currently provided by TDPUD, which receives its electricity from Idaho Power. Electricity is supplied from TDPUD's Truckee substation with a backup supply from the Martis Valley substation.

Southwest Gas provides gas service to this area. Natural gas is currently served to hospital facilities from gas mains located in Levon Avenue and Pine Avenue.

AT&T provides telecommunication services to the Town of Truckee. Telecommunications services are currently served to the hospital from Levon Avenue through an underground fiber optic line.

Tahoe-Truckee Sierra Disposal (TTSD) provides waste removal services for the Town of Truckee and project site. TTSD is comprised of two separate entities, Tahoe Truckee Disposal and Eastern Regional Landfill Material Recovery Facility (MRF). Tahoe Truckee Disposal is responsible for collecting household waste and recyclables and MRF is a recycling center for household and construction materials. Eastern Regional Landfill - MRF facility also doubles as a transfer station for household waste. All incoming solid waste is recycled or transported to the Lockwood Regional Landfill in Storey County, Nevada.

The existing Tahoe Forest Hospital has numerous utilities, including electrical, emergency power, telecommunications, and mechanical piping coming from Central Plant that are currently located within ceiling and/or floor space in corridors throughout the facility. In order to complete State seismic standards required by SB 1953, it is necessary to relocate these utilities. The proposed work for the Central Plan Utility Spine includes installation of underground pipe and vaults within existing paved areas on Levon Avenue and is not directly linked to other projects or phases.

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable State of California 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	

Impact Discussion

Response to a), b), d) and e) Implementation of the project would increase the demand for wastewater services, however the project would not exceed the wastewater treatment requirements of RWQCB and would not require new or expanded facilities. The project would be required to comply with TTSA and TSD ordinances, rules and regulations, including payment of applicable fees.

Tahoe Forest Hospital District representatives met with TSD, TDPUD (Electric & Water), Southwest Gas and ATT in separate meetings on May 7, 2009 to present the proposed project. All of these agencies indicated that their existing facilities have adequate capacity to serve the proposed project. The impact associated with the project's increased demand for wastewater treatment, water, electric, gas and telecommunications services is considered **less than significant**.

Response to c) Impacts and related mitigation measures for storm water drainage facilities are discussed within *Section 9 - Hydrology and Water Quality* discussion contained in this Initial Study.

Response to f) and g) The project will not cause a substantial increase in demand for solid waste disposal services above that for which TTSD and MRF has planned. The project will be required to comply with the California Solid Waste Reuse and Recycling Access Act (Public Resources Code Sections 42900 through 42911), which requires that the project provide solid waste and recyclable material storage areas. Recycling materials at the Eastern Regional Landfill - MRF facility will significantly reduce the impact on landfills. The hospital will continue to comply with all federal, state and local regulations related to solid waste. These impacts are **less than significant**.

Mitigation Measures

No Mitigation Required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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? (The term “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		

The determinations of the mandatory findings of significance herein are supported by the discussion contained within this Initial Study. This Initial Study identifies potentially significant effects on the environment, however, revisions have been made to the project and mitigation measures have been put in place to eliminate or reduce these environmental effects to a less than significant level. There is no substantial evidence that the proposed project, upon incorporation of the proposed mitigation measures, may have a significant effect on the environment.

DETERMINATION

On the basis of this initial evaluation, the Project Manager of the Tahoe Forest Hospital project finds:

_____ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X
_____ Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

_____ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

_____ The proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

_____ 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.

Initial Study Prepared By: Tahoe Forest Hospital District
Under the direction of:
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Date of Initial Study: July 27, 2010

Initial Study Approved By: Tahoe Forest Hospital District Board
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