



Truckee General Plan Update Briefing Book

April 2003





Truckee General Plan Update

Briefing Book

April 2003

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INTRODUCTION

The Town of Truckee has initiated its General Plan Update, starting with a six-month process dedicated to community outreach and participation. The focus of this first phase of the General Plan Update process will be a series of workshops to identify the issues and concerns of Truckee's residents. Those issues that are found to be most important to Truckee residents will help to establish the priorities for updating and revising the General Plan document, beginning in Fall, 2003. The General Plan will provide an opportunity to strengthen some of the planning initiatives already identified by the Town such as focusing new development in and around the downtown.

Four workshops will be held during the first phase on May 7, May 21, June 4, and June 18 at 6:00 p.m. at Town Hall. Prior to the workshops, the Town issued a Community Survey as part of the March, 2003 Town newsletter. Summary results of the Town newsletter will also serve as a starting point for the workshop process, describing initial issues of concern and

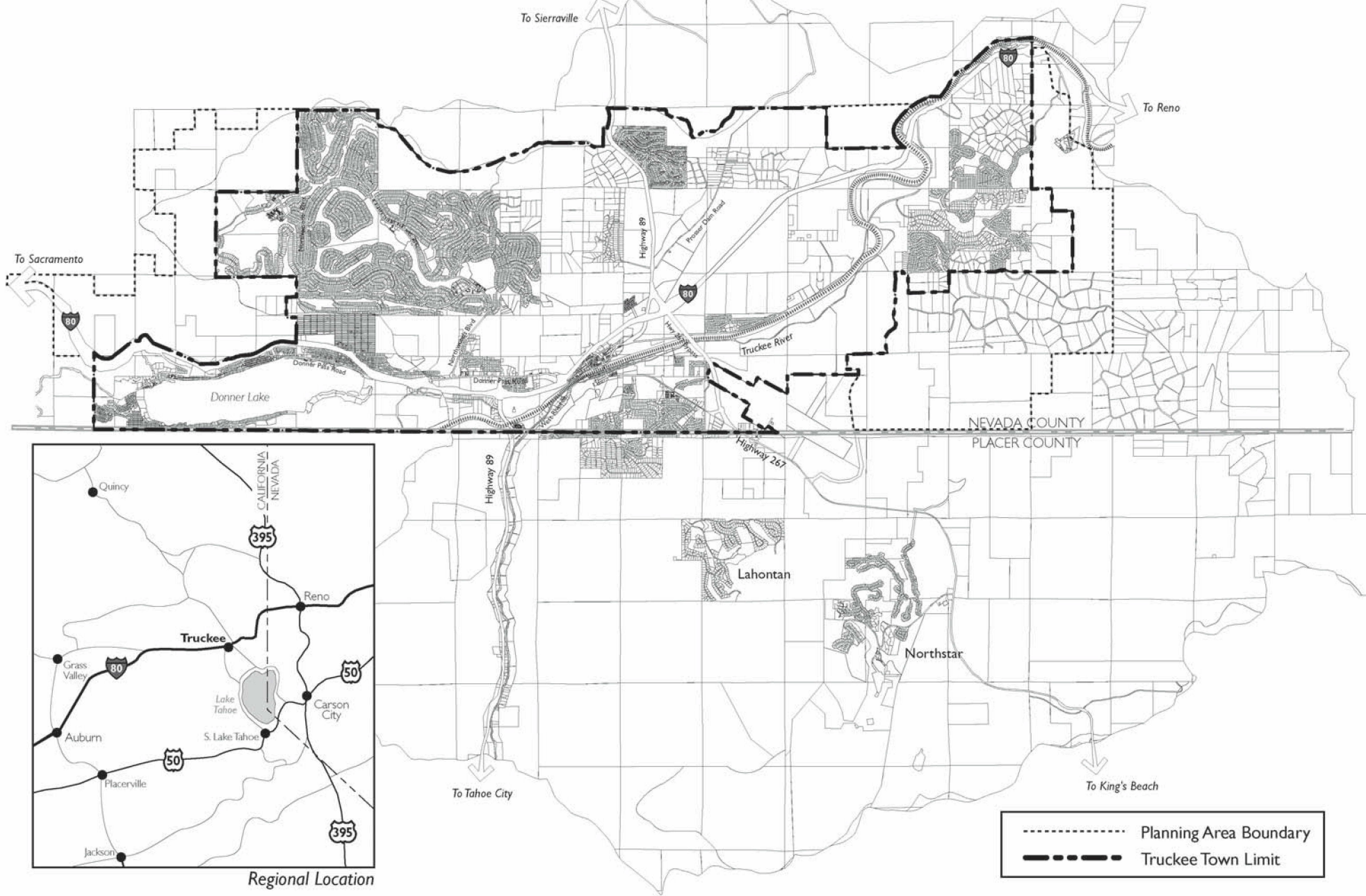
getting the community-wide General Plan discussion started.

This Briefing Book provides all Truckee residents with the same baseline of information as a starting point for this process. It contains background and information on existing conditions and current trends in Truckee for topics such as planning efforts, traffic, housing, economics, open space, infrastructure and fiscal conditions. All of these factors influence the character of Truckee as it grows and develops. This Briefing Book is a tool for participants in the General Plan process to use throughout the Update.

Truckee is at an important juncture in its development. The changes resulting from rapid growth in recent years raise important questions to answer in this General Plan process. The Town needs community participation to answer those questions. The success of the General Plan is dependent on community input, which will ultimately ensure that the future course laid out by the General Plan reflects all of Truckee's hopes for its future.



TOWN OF TRUCKEE



Regional Location



TOWN HISTORY

Although the Town of Truckee was incorporated in 1993, the town has a rich and colorful history that extends over 150 years to the earliest days of California's pioneer settlement.

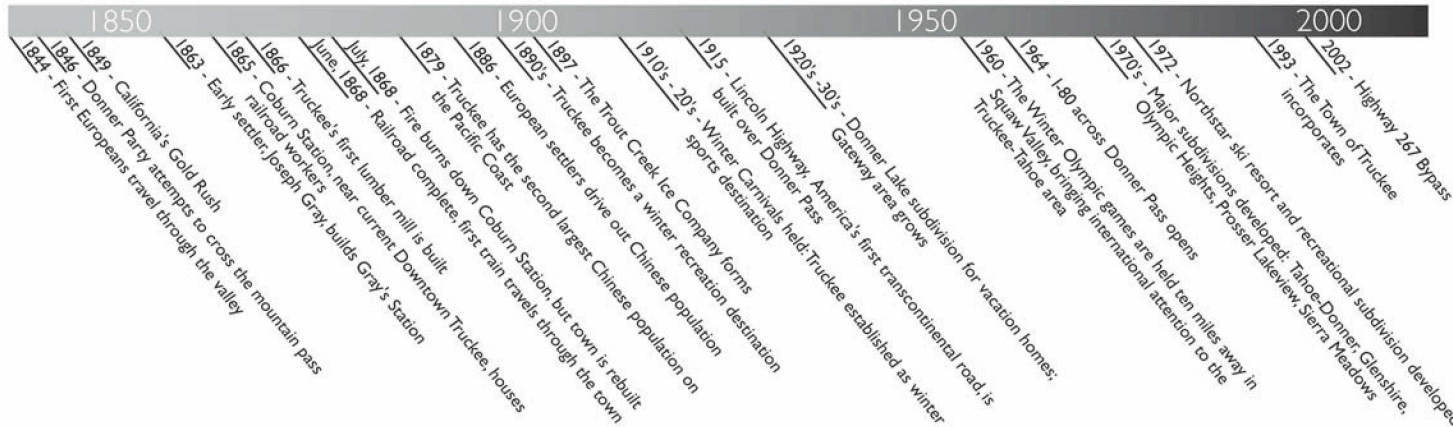
Throughout the mid-1800's, thousands of emigrants passed through the Truckee area on the arduous journey across the high Sierra Nevada mountains to settle the rich agricultural lands of the Central Valley and Pacific Coast. A wagon road was built through the area in the 1850's to connect gold and silver mining communities on the west and east sides of the Si-

erra. Stage stations were built at Donner Lake and further east, in what is now downtown Truckee, to provide lodging and other services for travelers on this route. Pollard's Station at Donner Lake was well established by the mid-1860's; Gray's Station, built at what is now the intersection of Jibboom and Bridge Streets, and Coburn's Station in Brickeltown, also served the scores of passenger and freight wagons passing through.

The construction of the Transcontinental Railroad over Donner Pass in the 1860's spurred

the early and rapid growth of the community that came to be known as Truckee. Coburn's Station was selected as the camp for the new railroad's construction crew and quickly grew to over 50 buildings.

The first train passed through Truckee in June, 1868. Although a fire destroyed almost all of the buildings of the original Coburn's Station two months later, the Town was soon rebuilt and eventually included almost 300 buildings, including numerous saloons, stores, theaters, churches and a school.



TOWN HISTORY

The railroad provided the essential freight connection for Truckee’s earliest and most important industries. Logging in the richly forested slopes of the Truckee area provided lumber to build the rapidly-growing Gold Rush cities of Sacramento and San Francisco, and the mines of Virginia City and Comstock. Lumber mills were built in central Truckee, as well as in Martis Valley, to process felled trees prior to their shipment by rail. Truckee

was also a major center of ice-production. Tons of ice were harvested from ponds at Donner Lake and Boca, and shipped by freight train to cities throughout California and the United States.

The closely-packed wooden buildings of the Town were repeatedly burned by fires throughout the latter part of the 19th century. Despite these setbacks, as Truckee grew increas-



Truckee’s Historic Railroad Depot

ingly prosperous, larger and better buildings were built to replace those that burned. The Town began to transform from a raucous, roughly constructed frontier settlement to an established community of families and civic-

minded townspeople, who founded businesses, churches, schools and local institutions to serve the local population. New industrial and residential development grew up along the Truckee Riverfront, with its proximity both to ample water supplies, and to the Town’s main transportation routes. The riverfront area of Central Truckee remains an important location for local industries.

The logging industry suffered a decline through much of the first half of the 20th century, and Truckee’s population showed little growth. During this period, the Town established itself as a place for winter recreation. Popular Winter Carnivals were staged in Truckee which included the construction of huge “Ice Palaces,” skating rinks, and mile-long toboggan runs. Winter sports became central to the region’s economy following the 1960 Winter Olympics at Squaw Valley; Truckee and the entire Tahoe area became renowned as a skiing and winter sports destination.

TOWN HISTORY

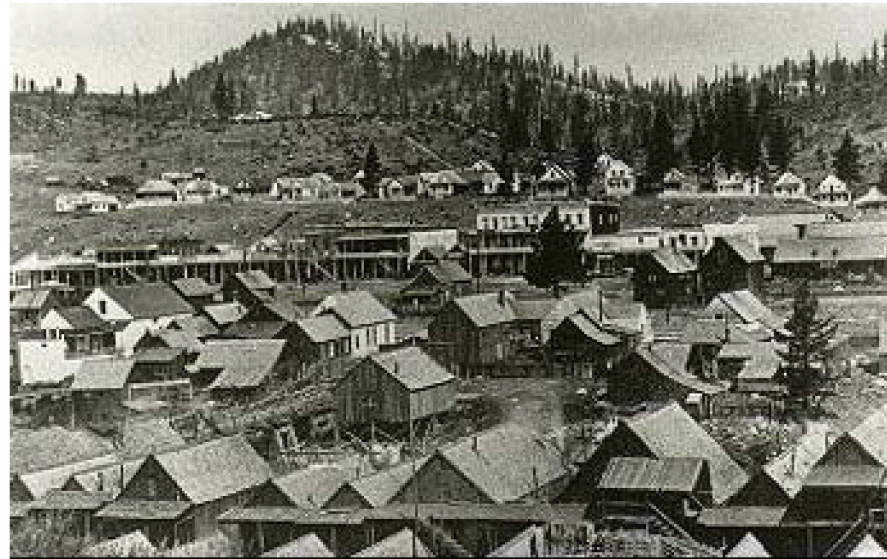
The opening of Interstate 80 over Donner Pass in 1964 paved the way for Truckee's second period of rapid growth since the 1970's. Reduced travel times from Sacramento and the Bay Area made Truckee attractive as a second home location. At the same time, as regulations concerning development around the Lake Tahoe shoreline became more stringent, developers looked to Truckee as an alternate location for new subdivisions. Significant residential development occurred during this period, including the creation of a number of Truckee's large recreational subdivisions, such as Tahoe Donner. Truckee's current population make-up, which includes a large proportion of seasonal residents, reflects the trend established during this period.

With its location amidst the spectacular scenery of the Sierra Nevada, and an abundance of open space and outdoor recreational opportunities, Truckee is now a center for the thriving year-round visitor industry in the Lake Tahoe area. Tourism is Truckee's chief industry today, although more traditional resource-based

industries, including timber materials and aggregate mining, as well as construction, remain important to the Town's economy.

While Truckee is one of several important communities in the Tahoe area, it is unique among them because of its important historic connection with the development of California and the West. This history is reflected not just in the continued presence of the railway and the many fine buildings in the Downtown, but also in Truckee's ongoing economic role in the region. Despite the Town's recent growth, Truckee remains a small, closely-knit mountain community. Truckee's sce-

nic beauty, natural resources, thriving economy, regional and interstate road and rail connections, and its historic downtown all contribute to the unique qualities that have attracted new residents to the town since its founding, and will continue to make Truckee a place where people choose to be.



Truckee in the 1880's

Photo: Tahoe Donner Historical Society



TRUCKEE'S NEIGHBORHOODS

The Town of Truckee incorporated in 1993 with a boundary surrounding 34 square miles of largely developed land in the eastern portion of Nevada County. The Town incorporated with a well-developed historic downtown core; a newer regional retail and public service-oriented strip in the Gateway area of Donner Pass Road; and a series of dispersed residential subdivisions developed in the 1970's and 1980's geared primarily to the growing interest in owning a cabin in the mountain resort area. These subdivisions are literally spread out into the four far corners of the Town with the Downtown Core and Gateway service area roughly in the middle. Traditional mountain town neighborhoods evolved in the late 1800s and 1900s with a mix of uses and housing types built around commercial services. Downtown Truckee reflects this pattern. Most of Truckee's neighborhoods discussed below were built in the 1960s and 70s as residential subdivisions and do not contain a traditional neighborhood mix of uses. The Gateway neighborhood is one example of a neighborhood in Truckee that developed within the last 30-40 years that

does include a mix of housing and commercial uses. The map on page 11 shows the location of Truckee's various neighborhoods, which are described below.

Downtown Truckee

Downtown Truckee is the historic heart of the community and contains a mixture of commercial development centered around Commercial Row, older residences, and industrial and railroad uses. The Downtown area is discussed in greater detail on pages 20 through 22.

Gateway

This central Truckee neighborhood largely consists of more recent commercial development, including a major grocery store, several restaurants, and small strip mall developments along Donner Pass Road. Residential areas are located near the intersection of Northwoods Boulevard and Donner Pass Road, and between Donner Pass Road and the freeway. Several important public facilities are located in the Gateway Area, including the Tahoe Forest Hospital, a public library, the

Nevada County Government Center, and four school sites.

Tahoe Donner

This major residential area consists of 6,200 residential lots across seven square miles in the northeast quadrant of Truckee. Approximately 75 percent of these properties are second homes. The closest grocery store is between two and a half and five miles away. Services within the development include a convenience store/deli, real estate services and other limited professional services, restaurants, a preschool, and a variety of development-related recreational facilities, including a ski area and a golf course.

Donner Lake Area

This area consists of a series of subdivisions clustered along the north, west and south shores of Donner Lake. Many properties are second homes or vacation rentals, including several condominium developments along the shoreline. Donner Memorial State Park surrounds the southeastern part of the lake. Limited commercial services are located at the west end of

TRUCKEE'S NEIGHBORHOODS

the lake's north shore, including a restaurant, gift shop and real estate services, and the Donner Pines Center at the east end, which includes a small market and a restaurant. Recreational facilities include a public beach, boat launching facilities and boat rentals.

Glenshire/Devonshire Area

Glenshire/Devonshire consists of a series of subdivisions comprising about 1,500 housing units on about 3 square miles located at the eastern boundary of Truckee. Most of the housing units in the area are occupied by full-time residents. Services within the development include a corner store, child care, an elementary school, a neighborhood club house/swimming pool and real estate services.

Sierra Meadows

This area consists of a series of subdivisions, including Sierra Meadows and Ponderosa Palisades, comprising about 1,500 housing units on about 2 square miles in the south central area of Truckee. The Nevada/Placer County line splits the neighborhood, with some homes in the south part of Sierra Meadows lying out-

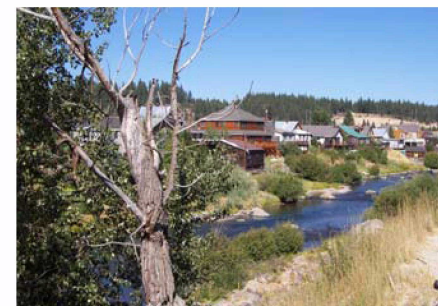
side the Town limits in Placer County. The only commercial service within the subdivision is a homeowners association club house/pool. A convenience store and a regional park are located adjacent to the northern boundary of the development.

Prosser Area

The Prosser Area includes a grouping of subdivisions, including Prosser Lakeview, Sugar Pine Estates and Prosser Lake Heights, comprising several hundred housing units over three square miles in the northern central area of Truckee. There are no services in this area and the closest grocery store is about four miles away.

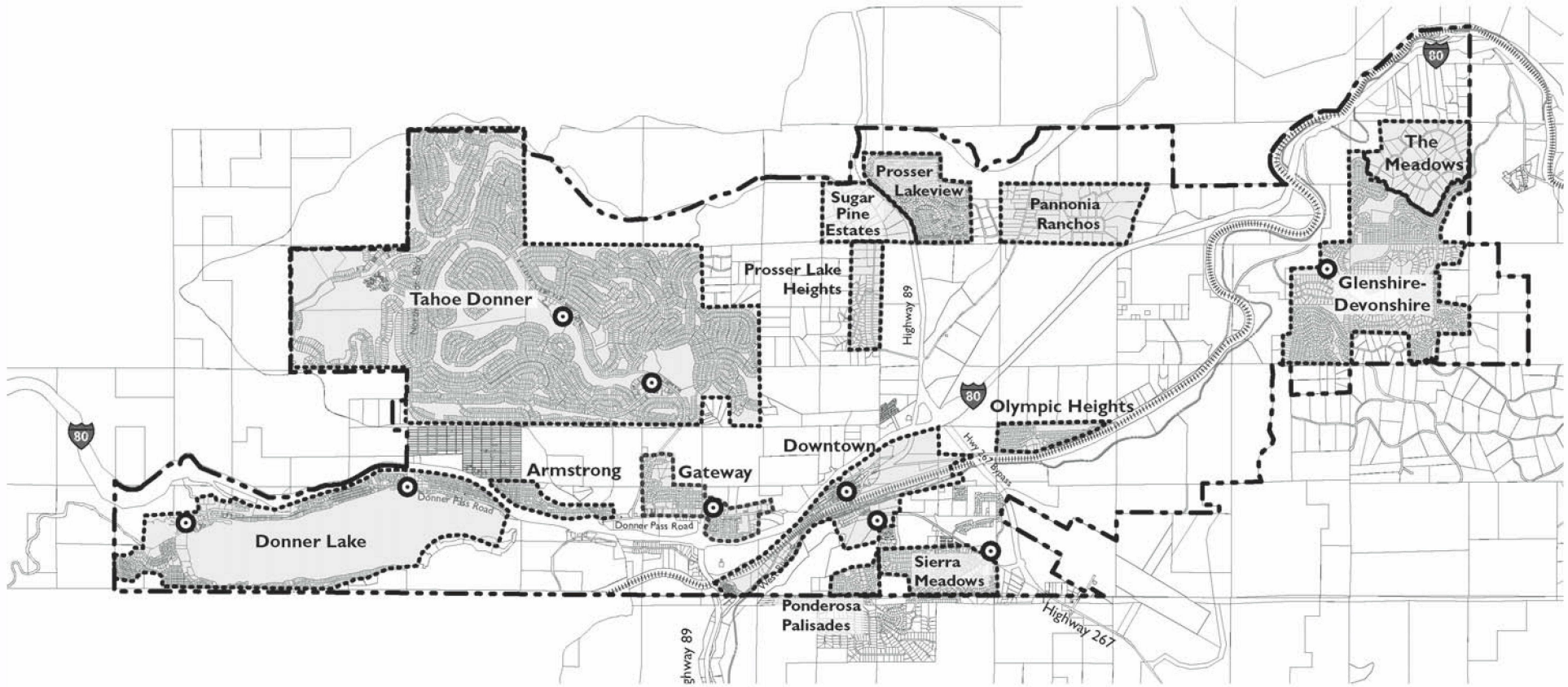
Other Residential Areas

Other smaller residential subdivisions include: the Armstrong Tract, north of I-80 between Donner Lake and the Gateway area; Olympic Heights, southwest of the Airport Flats area; and Pannonia Ranchos, a rural, large lot subdivision east of Prosser Lakeview.



Three Truckee Neighborhoods: Donner Lake, Glenshire and Riverfront

TRUCKEE'S NEIGHBORHOODS



-  Neighborhood Area
-  Commercial Center



PAST PLANNING EFFORTS

Since the Town's incorporation in 1993, the Town of Truckee has engaged in several key planning efforts in order to provide a framework for orderly growth and development within the Town's planning area, and to illuminate and inform the key issues identified in the 1996 General Plan.

1996 General Plan

The preparation of the General Plan began soon after incorporation, and was adopted in 1996. It intended to respond to the immediate planning issues and needs of the community and to provide guidance for development of the Town's zoning regulations, development guidelines and capital improvements plan. The General Plan also includes policies that encourage pedestrian-friendly development through clustered and infill development and the provision neighborhood services. The Plan also calls for the development of Design Guidelines. These policies support sustainable development patterns while enhancing community character and fostering more traditional neighborhoods.

Many of the more far-reaching and long-term planning issues for key planning areas in the Town are deferred to future study and policy guidance through preparation of specific plans. These areas are discussed in greater detail in the Areas Subject to Change discussion later in this Briefing Book.

Downtown Vision Plan and Downtown Specific Plan

A key policy directive of the 1996 General Plan was to prepare a Specific Plan for the Downtown Study Area (DSA), which was completed in 1997. The Specific Plan provides policy and planning guidance for the entire downtown area, addressing land use, vehicle circulation and parking, pedestrian and bicycle circulation, public services, environmental preservation (particularly in regard to the Truckee River), historic resource preservation, and public parks and gateways. The Downtown Specific Plan was preceded by the 1996 Downtown Vision Plan, in which local residents defined their vision for Truckee during

an extensive series of public workshops and through a Visual Preference Survey.

Truckee Redevelopment Plan

The Truckee Redevelopment Plan was adopted in October 1998 by the Truckee Redevelopment Agency. The Redevelopment Plan establishes the legal boundaries of the Redevelopment Area, specifies the objectives of the plan, and defines the powers, rights and responsibilities of the Redevelopment Agency. The Redevelopment Area consists of a large portion of central Truckee, including the downtown, the new industrial area north of Interstate 80, portions of the Gateway commercial district, Truckee public school sites along Donner Pass Road, and the PC-1 area.

Air Quality Management Plan

The 1999 Air Quality Management Plan was prepared by the Town, in cooperation with the Northern Sierra Air Quality Management District, as part of a proactive effort by the Town to address air pollution issues associated



PAST PLANNING EFFORTS

with particulate matter, the major “problem” pollutant for the Town. The Plan provides an analysis of air quality trends in the Truckee area, identifies the major sources of particulate matter emissions (these include woodstoves, construction, and road dust associated with vehicle use) and identifies a series of policies targeting reductions in emissions from these sources.

Development Code

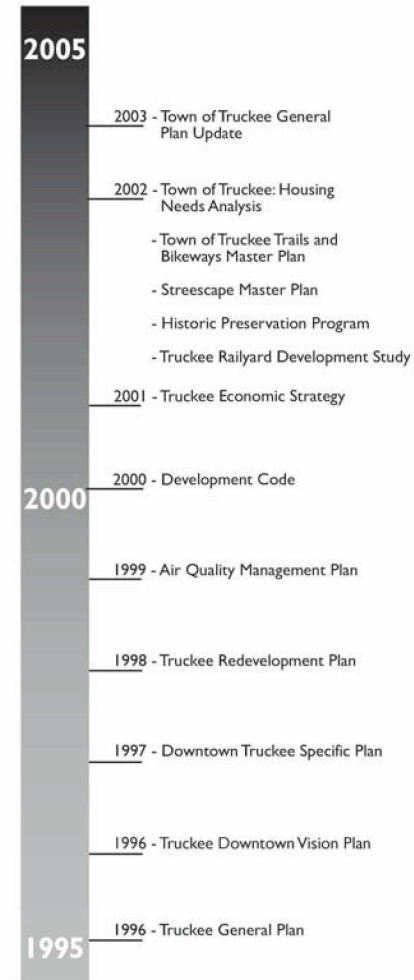
A comprehensive Development Code was adopted in 2000 and re-adopted with minor amendments in 2001. The Development Code includes Zoning District designations and regulations, land use development and application procedures and the Subdivision Ordinance. The Development Code also sets forth design guidelines, including general site design standards for landscaping, parking and signage, as well as more specific regulations for certain development types, such as multi-family housing.

Trails and Bikeways Master Plan

This Master Plan, completed in April 2002, provides the framework for improvement and development of a comprehensive trail and bikeway system for transportation and recreational use. It includes routes connecting different areas within Truckee, as well as links to public recreational lands and trail and bikeway networks outside of the Town limits. Important priorities that are addressed in the Master Plan include creating links between the Downtown and outlying residential and commercial areas of Truckee, as well as connections with local recreational, educational, historic and natural resources. The Plan presents a map of the existing and future proposed trail and bikeway network in Truckee, which includes the addition of substantial new on- and off-street trail and bikeway alignments.

Truckee Economic Strategy

The Truckee Economic Strategy, completed in 2001, was developed in order to inform future Town initiatives to promote a healthy, diverse and sustainable economy in Truckee.





PAST PLANNING EFFORTS

Specific recommendations in the study include: development of light industrial and office parks designed to attract high-employment generating/high wage jobs to Truckee; development of mixed housing and commercial developments, especially those offering workforce housing opportunities; focus on certain aspects of the tourist industry, such as overnight lodging; and enhancement of existing retail businesses in the downtown and in neighborhood commercial centers.

Streetscape Master Plan

Preparation of a Streetscape Master Plan was initiated in the 1997 Downtown Specific Plan, which targeted several key corridors in downtown Truckee for streetscape improvements. Streetscape issues addressed by the Master Plan focus primarily on roadway geometrics and layout, reconfiguring and formalizing on- and off-street parking, and opportunities for augmenting and enhancing pedestrian and bicycle facilities. Since the Master Plan was being prepared concurrently with a comprehensive historic resources survey for the Downtown, the two efforts were coordinated to ensure com-

patibility between the proposed plan and historic preservation efforts in the area.

Historic Preservation Program

The Historic Preservation Program was undertaken in 2001 to comprehensively address historic preservation issues identified in the Downtown Specific Plan. Central to the Program was completion of an exhaustive inventory of historic resources in the downtown. A series of preservation and demolition standards for the entire area, including Design Guidelines, will be formulated to ensure that the essential historic character of the downtown is maintained. The Program is scheduled for adoption in 2003.

Railyard Development Study

The 37-acre Railyard Site (also known as the Mill Site) in downtown Truckee is a key location for redevelopment in central Truckee. The Town was recently awarded a grant of \$350,000 to assist in the completion of a Master Plan for the Railyard. While the site presents tremendous opportunities for infill development of much needed affordable hous-

ing and other uses, there are also significant planning issues that need to be resolved before development can occur on the site.

Truckee Housing Needs Analysis

The Housing Needs Analysis was completed in 2002 as a precursor to preparation of the State-mandated update of the General Plan Housing Element. The analysis includes a study of the current demand for housing among all sectors of the population in Truckee and the corresponding supply of various housing types. The analysis made a number of findings, including a shortage of housing units at both the upper and lower ends of the income range, and a significant disparity between the average cost of homes for sale and rental units, and the affordability of that housing for many local residents. The report makes a number of recommendations to address Truckee's growing housing gap and recommends additional studies to inventory land available for housing, and to survey housing needs for seasonal employees.



AREAS SUBJECT TO CHANGE

There are several areas in and outside of the Truckee Town limits that are considered most likely to undergo change in the next 20 years. These areas are described below. Some of the proposed development described below has been approved by the Town and will be built; other proposals are still in the preliminary stages of development, or undergoing environmental or other planning review.

Planned Community 1

The PC-1 area is located in the southwestern part of Truckee, between Interstate 80 and the railroad right-of-way, east of Cold Stream Road. The 1996 General Plan designated PC-1 for visitor accommodations, tourist oriented commercial uses and hotel employee housing. Industrial uses are also permitted on the site. A Specific Plan application has not been submitted for this site to date.

Planned Community 2

PC-2, also known as Gray's Crossing, is located north of Interstate 80 at the intersection with State Highway 89. The proposed development includes 600 to 700 units of single-

family housing, close to 40,000 square feet of commercial development, a golf course and a 150 room hotel. A Draft Environmental Impact Report (EIR) will be submitted in the near future on the proposed plan for the site; the Specific Plan could be considered for approval by the Town Council as early as Fall, 2003.

Planned Community 3

PC-3, also known as the Joerger Ranch property, is an approximately 91 acre site located in the southeastern part of Truckee, between the Tahoe-Truckee Airport and Highway 267. Since the 1996 General Plan provided limited guidance for development of the site, an extensive public process was held in 2001 to gather input for the development of a Specific Plan for the site. A preliminary application for the site was submitted in 2001, and a formal Specific Plan application could be submitted by Summer 2003.

The current proposal for the site would accommodate retail, office and industrial uses, 220 units of multi-family housing, and open

space and airport uses. An economic evaluation of the proposed plan is currently being prepared, which will assess the market feasibility of the plan and its potential impact on other commercial areas, particularly the Downtown.

Downtown

Truckee's downtown area, as defined in the 1997 Downtown Specific Plan, covers approximately one square mile of central Truckee. The Downtown has been identified as one of the key planning areas for the Town and offers considerable potential to build on the area's numerous existing resources through redeveloping underutilized property, enhancing existing urban infrastructure and encouraging infill development on vacant properties. The Downtown is discussed in more detail later in this document.

Old Greenwood Planned Development

The Old Greenwood Planned Development Area is a 871-acre site located adjacent to Interstate 80, between the Pannonia Ranchos and Olympic Heights subdivisions. An additional 52 acre area on the west side of the site will be



AREAS SUBJECT TO CHANGE

transferred to the PC-2 area, which is under the same property ownership. Project construction began in 2002 following approval of a Planned Development and EIR, and could be complete within five years. The plan for the site will ultimately create 104 single-family lots, 74 detached fractional ownership units, 100 attached units, 28 employee housing units, a 50,000 square foot lodge and fitness center, and a golf course. Approximately 80 percent of the site will be retained as open space.

Hilltop Area

With its prominent location overlooking the Downtown, the Hilltop Area has the potential to be a key development area in Truckee, but will require a coordinated planning effort by property owners in order to create a viable development plan. A preliminary application was submitted in 2002; a formal Specific Plan application has not been submitted.

McIver Hill

The McIver Hill area is an approximately 75-acre site, situated just west of the downtown between Interstate-80 and the railroad right-

of-way. The site was designated a “Special Study Area” (SSA) in the 1996 General Plan, indicating that it is a likely site for future development. However, environmental constraints, mostly associated with the site’s steep topography, will require further study before a plan can be developed for the site. A preliminary application was submitted in 2001, but it is not known when a formal Specific Plan application will be submitted.

Large Lot Subdivision Areas

Throughout Truckee, significant undeveloped areas exist that could be subdivided into lots of between one-half and ten acres under current General Plan designations. These include some large areas to the east and south of Tahoe-Donner, some smaller areas on the east side of the outskirts of Glenshire/Devonshire, as well as the Tahoe Boca area located east of Glenshire.

Residential Development Areas

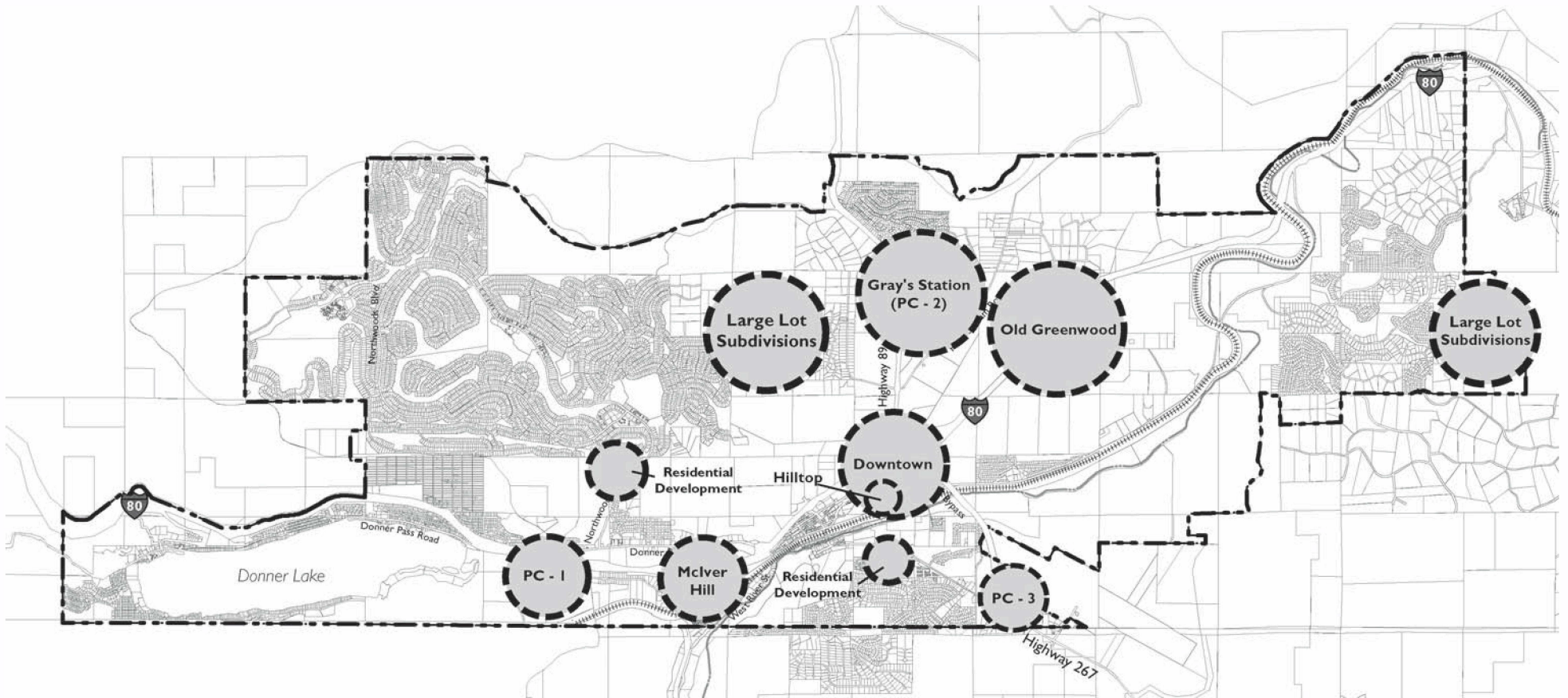
In addition to areas described above, some potential exists for higher density residential development in Truckee. Significant areas in-

clude property north of the Sierra Meadows subdivision in south Truckee that is designated for development at densities of 6-12 dwelling units/acre, as well as an area along Northwoods Boulevard, just south of Tahoe-Donner.

Development Outside the Town Limits

Development in areas outside the town limits are likely to impact Truckee because they will rely on many of Truckee’s services. The Draft Martis Valley Community Plan anticipates a population of between 3,665 and 23,064 (depending on seasonal occupation rates) at buildout, mostly concentrated in the area immediately south of the Truckee Town limit. Approved projects include Lahontan, a luxury gated community under development just south of Truckee, major additional resort development at Squaw Valley, and the Martis Valley Business Center. Other projects under consideration in Nevada and Placer Counties include several resort developments, expansion at Northstar-at-Tahoe, and expansion of the Tahoe-Truckee airport. Placer County is also currently considering several new recreational subdivisions in Martis Valley.

AREAS SUBJECT TO CHANGE





DEVELOPMENT POTENTIAL

The population density of a community provides a measure of the number of people living within a given area. Calculations of population density can provide a way to indicate the character of a city, and is often used to assess key characteristics such as pedestrian orientation, proximity of population to community amenities such as schools or parks, and the ability of downtown areas to be economically sustained by nearby resident populations. Taken across the entire Town area, Truckee's average population density is less than 500 persons per square mile. This is a very low figure in comparison to typical densities in other California towns and cities, including some Tahoe area cities, but it reflects a relatively high density when compared to countywide numbers.

While higher density is often considered a critical indicator of the vibrancy and economic health of a community, its blanket application may not be the most appropriate means of assessing these specific factors in a mountain community like Truckee, since the pattern of land use in the town reflects the par-

ticular circumstances of Truckee's development history.

A key factor is the Town's very recent incorporation. When it incorporated in 1993, the Town inherited a pattern of dispersed land use created under County planning policies. Truckee's town limits were drawn to include a number of widely dispersed residential communities, loosely centered around downtown Truckee as the hub of the local community.

Development patterns in the Town also reflect the fact that Truckee is a mountain community. Many permanent and seasonal residents have been drawn to Truckee specifically because of its outdoor open space and small-town quality of life, rather than a dense, urban built environment. This has been a key factor in the design and development of Truckee's residential subdivisions, with most built at relatively low densities to maximize a sense of open space and rural living.

The illustration and development potential summary table on the following pages help

explain what Truckee's current buildout potential is, and where that buildout would happen under current land use designations. The table on the following page summarizes the potential for additional residential development based on parcels currently designated for development in the General Plan. It reflects the maximum development potential allowed in the General Plan, without consideration of environmental or other development constraints that might affect the time frame for development or actual amount of development that could occur on a specific parcel.

In the past ten years, Truckee has grown at an average rate of four percent per year. Based on the existing 10,903 housing units in Truckee and an estimated 1996 General Plan buildout of 17,623, at the current four percent rate of growth it will take Truckee twelve years to reach residential buildout.

DEVELOPMENT POTENTIAL

- Low Development Potential (Less than 40 units)
- Medium Development Potential (40 - 350 units)
- High Development Potential (Over 350 units)
- Estimated Number of Potential Units
- Truckee Town Limit



Estimated Development Potential	
Downtown	830
Tahoe Donner	1,357
Donner Lake	497
Glenshire-Devonshire	351
Large Lot Subdivisions <i>East of Tahoe Donner, Glenshire Area, Tahoe Boca</i>	191
Residential Development Areas <i>Brockway Road, Northwoods Boulevard</i>	1,711
Existing Residential Area Infill <i>Sierra Meadows, Olympic Heights, Prosser, Pannonia Ranchos, Gateway, Armstrong</i>	777
Old Greenwood	306
PC-1	50
PC-2 (Gray's Landing)	600
Mclver Hill	50
Estimated Potential Units	6,720
Existing Units	10,903
Buildout Potential	17,623

Development Potential Calculations

This map depicts estimated potential residential development in Truckee. For undeveloped areas, the numbers shown are based on allowed residential densities permitted under current General Plan designations and the number of acres of vacant land in the area. Potential infill development in already developed areas is calculated based on numbers of vacant (unbuilt) lots within the subdivision. Development potential for certain planning areas, such as the Downtown, Old Greenwood and Planned Community Areas is based either on the approved Specific Plan for an area, or the number of units permitted for the area under the General Plan.

Originally a hub of the timber industry and a railroad depot, downtown Truckee has a rich history as the center of commerce in the northern Sierra region of California. Downtown Truckee consists of Commercial Row, the adjacent grid of streets and West River Street, and contains a broad mixture of uses, including retail stores, restaurants, lodging, offices, industrial uses and higher density residential development. The 1996 General Plan identified the boundaries of a “Downtown Study Area” (DSA), which was the subject of the 1997 Downtown Specific Plan, as well as subsequent planning efforts including the Streetscape Master Plan and the forthcoming Historic Preservation Plan. The boundaries of the DSA Area are shown in the figure on the next page.

Significant physical changes occurred in Truckee’s downtown throughout the last century. Until brick construction became more prevalent, structural fires continued to change the Downtown well into the 1900s. With the rise of auto use, State Highway 267 was routed through Downtown Truckee, and drew regional traffic through the commercial district

until the highway bypass was opened in Fall, 2003. Due to its rich history, proximity to the interstate and other local transportation arteries and local ski resorts, and its railroad depot, Truckee’s downtown has been long-established as a center for commerce and tourism in the North Lake Tahoe area.

Market Conditions

Downtown Truckee enjoys a unique position in the region in terms of its customer base. While the majority of convenience-based goods and services sold in Truckee’s various commercial strips and centers primarily serve a local market of residents, second homeowners, and day visitors, Downtown Truckee is a regional shopping

destination. According to a recent economic study of the proposed PC-3 development, the customer base for stores in the downtown differs significantly from the customer base for stores in other areas of Truckee. This fact is also illustrated by the different types of goods sold in Downtown: the downtown retail sector consists mainly of specialty retail, compared to the more commonplace convenience shopping that prevails in the other areas of Truckee.



Downtown’s Commercial Row

DOWNTOWN

Along with retail, Downtown Truckee also includes office, light industrial and residential uses. Vacancy rates are low in the downtown for all of these categories, and there is virtually no retail vacancy in the downtown area. According to Coldwell Banker, the downtown area has 92,000 square feet of retail space and 179,000 square feet of office space, of which only 6,100 square feet are vacant. These are

the lowest vacancy rates for the entire North Lake Tahoe area.

Sales Tax

Downtown Truckee accounts for ten percent of sales taxes collected in the Town of Truckee. For the 12 months ending in the third quarter of 2002, downtown Truckee's total taxable sales were approximately \$21 million. Based

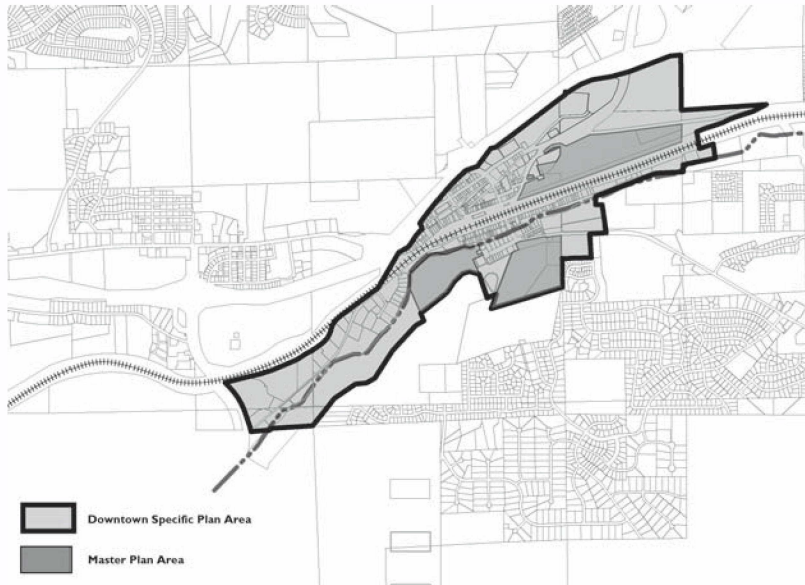
on a total retail floor area of 92,000 square feet, retail space in Downtown Truckee generated almost \$285 per square foot in taxable and non-taxable sales. This represents very good performance for an independent collection of stores, and indicates strong demand for the goods and services offered by the Downtown.



Local residents and tourists frequent the Downtown for its shops and restaurants

Over the 1994 to 2002 period, the Downtown has increased its sales an average of 0.9 percent annually after adjusting for inflation. This is also a strong performance, considering that the Downtown has little room to grow in order to accommodate greater volumes of sales.

The economic functions and strengths of downtown Truckee are different than in the other areas of Town, in terms of products sold and the customer base attracted to the stores. The top sectors for sales tax in the Downtown include apparel stores, furniture/appliances,



Downtown Specific Plan Area

miscellaneous retail, recreation products and restaurants. In the entire Town, the top sectors include retail building materials sales and restaurants. The tourism nature of the Truckee economy accounts for high restaurant sales relative to the quantities of other types of goods sold in the Downtown and in Truckee's other shopping areas.

Downtown Redevelopment Project

The Town has initiated a redevelopment project to improve the streetscape and riverfront and restore historic buildings in the Downtown. A significant aspect of the redevelopment will be relocation of a number of auto and construction-related business out of the downtown's riverfront area. Other improvements will include new street lighting and sidewalks, construction of additional housing on infill sites, and the restoration of select buildings. Perhaps the most important infill site within the redevelopment area is the Railyard Site; funding has recently been awarded for a Master Plan for this area, which is a prime location for new housing and commercial mixed use.

Funding for Downtown redevelopment will come from a variety of sources. According to the Town of Truckee 2002-2003 Annual Budget, the Historic District Implementation portion of the redevelopment program will cost \$180,000, of which \$54,000 will come out of the General Fund in 2003. This will help pay for the design, determination of status, and preparation of guidelines necessary for rehabilitating the historic buildings in downtown

Truckee. The Riverfront Development Plan is another portion of the Downtown Specific Plan. This plan will detail the proposed development of the riverfront including housing, mixed-use commercial, lodging, open space and recreational facilities in the riverfront area. These planning efforts will set the stage for the Downtown's long-term preservation and enhancement.



Visual Simulation of Downtown Streetscape Improvements

HOUSING

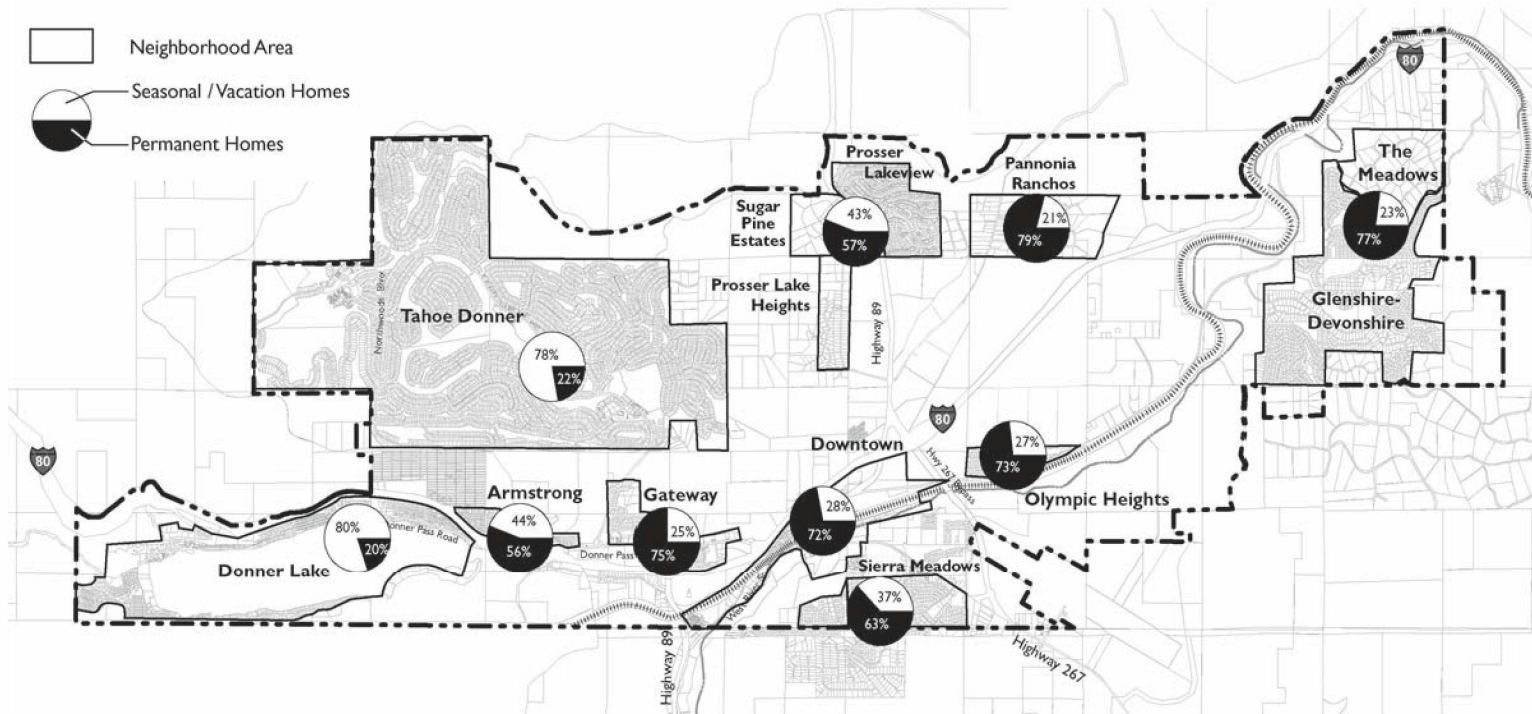
Since 1990, the Town of Truckee has experienced rapid residential growth. The US Census reports that there were 9,225 full-time residents in Truckee in 1990, and 14,037 residents in 2000, which equals a 52 percent increase in the total population and a four percent annual average population growth rate. Permanent households also grew at an estimated four percent average annual growth rate from 1990 to 2000. During the period between 1990 and 2000, housing costs have also increased and the second home market has expanded significantly. This increased demand and cost for housing has resulted in a lack of

affordable housing in Truckee. While Truckee has expanded its housing market, new housing is not affordable to the majority of Truckee residents.

Existing Housing Stock

Currently, the majority of Truckee's housing stock consists of single-family detached units. According to the 2000 Census, 86 percent of

housing units in Truckee are single-family detached units. Truckee has a higher percentage of single-family detached units than the State as a whole (56.4 percent) and other mountain towns such as South Lake Tahoe (62.5 percent) and Mammoth Lakes (26.7 percent). The graphic below identifies the proportion of seasonal/vacation homes compared to year-round residences in various parts of Truckee. Ac-



According to the 2000 Census, seasonal or vacation homes make up approximately 44 percent of the current housing stock town-wide. According to a recent Housing Needs Analysis conducted by Bay Area Economics (BAE), even considering the rental use of vacation homes, seasonal units are vacant 25 percent of the year.

Housing Market Conditions

According to the 2002 Housing Needs Analysis, the median price for a home in 2000 was \$323,366. The US Census reports the median income for a Truckee household in 2000 was

\$59,000, much lower than the amount required for a household to afford the median-priced home. As illustrated in the graph below, between 1990 and 2000 the median household income grew roughly four percent annually, while the median home price rose about nine percent per year. By this indicator, housing prices grew more than twice as fast as income over the ten year period.

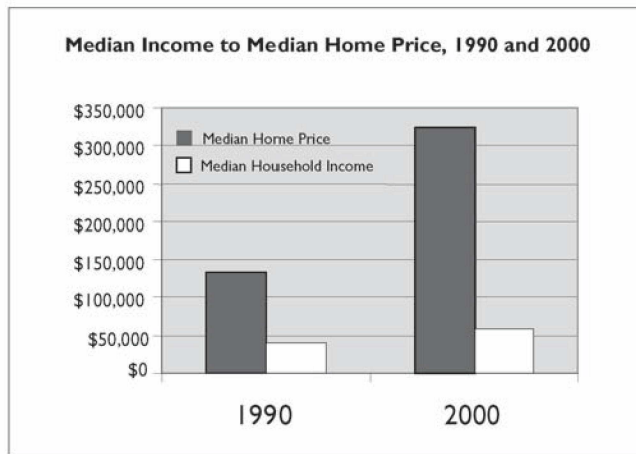
Like housing prices, rental rates for apartments in Truckee have increased rapidly. According to the Housing Needs Analysis, the average rent of a three bedroom unit for two to four people is approximately \$1,150. The fair market value of the same unit, as calculated by HUD, is \$730. These rates require a minimum household income of \$46,000 per year in order to be considered affordable. While a median household can afford the median apartment, a general lack of supply of market rate apartments hampers the ability of median households to rent apartments in the afford-

able range. A survey of available multifamily rental units, conducted as part of the PC-3 study, found a vacancy rate of less than three percent. Generally, economists and planners consider a vacancy rate of at least five percent to represent a reasonable balance between supply and demand, allowing renters adequate choice of units, and providing property owners with acceptable demand, but not undue pricing control due to lack of supply.

Affordable Housing

The majority of the existing rental units in Truckee are income-restricted; however, supply is limited. Units affordable to seasonal employees with low-paid jobs tend to have wait lists of longer than 12 months. This indicates that the existing supply of affordable units is inadequate relative to current demand.

With housing purchase prices and rents tending to rise more rapidly than income, the housing affordability problem can be expected to intensify for lower-income households and demand for affordable units can be expected to rise.



The Town of Truckee is strategically located at the intersection of Interstate 80, Highway 89, and Highway 267. The Union Pacific rail line also passes through the Town. Its close proximity to various ski resorts and Lake Tahoe has helped Truckee develop into a tourist destination and desirable location for second homes. Likewise, its proximity to the interstate and state highways has enabled Truckee to become a center of retail and light industry in North Lake Tahoe. Although it has historically functioned as an industrial center in North Lake Tahoe, Truckee has more recently developed its economy through tourism and retail, with limited, primarily local-serving office uses.

Employment

While tourism and retail are the foundations of Truckee’s economic base, its fastest growing employment sector is manufacturing. According to a study recently conducted by Bay Area Economics in conjunction with the planning for the PC-3 (Joerger Ranch) project, the Town of Truckee’s manufacturing sector

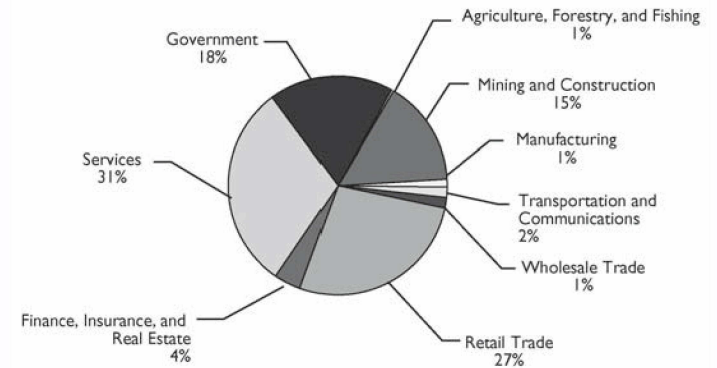
experienced an average 27 percent annual growth rate between 1992 and 2000, albeit starting from a very small base. The same analysis found that the financial sector was the only sector to have declined between 1992 and 2000, with a seven percent average annual decrease.

The PC-3 study also shows that the services and retail sectors employ the most people in Truckee, accounting for 32 percent and 27 percent of the local jobs, respectively. These sectors are followed by the government sector, accounting for 18 percent of total employment, and mining and construction, accounting for 15 percent of total employment. The high number of employees in the mining and construction category can be attributed to the amount of housing construction in and around Truckee.

Sales Tax

The expansion of the retail sector in Truckee between 1992 and 2000 has resulted in a significant expansion of total taxable sales, which drives increased General Fund sales tax revenues. According to the Town’s sales tax con-

Employment By Sector, 2000



Sector	Employment		Avg. Change '92 to '00
	1992	2000	
Agriculture, Forestry, and Fishing	N/A (b)	21	N/A
Mining and Construction	N/A (b)	671	N/A
Manufacturing	8	53	26.7%
Transportation and Communications	17	67	18.7%
Wholesale Trade	25	60	11.6%
Retail Trade	529	1,165	10.4%
Finance, Insurance, and Real Estate	312	177	-6.8%
Services	427	1,337	15.3%
Government	256	790	15.1%
Total Employment (c)	1,936	4,341	10.6%

sultant, MBIA, total sales taxes collected grew from \$1.3 million dollars in 1994 to a high of \$2.0 million dollars in 2001. While there was a decrease in sales taxes collected in 2002, it is consistent with the overall regional and national economic cycle. The Town's top ten sectors in terms of taxable sales were, in order, Building Materials-Retail, Restaurants, Building Materials-Wholesale, Food Markets, Service Stations, Miscellaneous Retail, Apparel, Drug Stores, Recreation Products and Furniture/Appliances. The data make it clear that

in addition to consumer-driven taxable sales, a significant portion of the Town's revenues are driven by expenditure in the building materials sectors, presumably linked to the area's construction activity.

Although Truckee has not been immune to the economic downturn that began in late 2000, it has been affected much less than the other communities in North Lake Tahoe. According to the PC-3 report, Incline Village and Tahoe City have experienced difficulty filling vacant commercial spaces, while Truckee

has not. According to a local real estate agent, Truckee's space premium is also apparent when examining the growth of commercial rental rates in Truckee versus the other areas. While there has generally been some increase in rental rates in the region associated with increases in the Consumer Price Index or inflation, rental rates for retail spaces in Truckee have grown, on average, 15 percent per year in the estimation of one broker. While office rents in Truckee have not in-

creased as rapidly, they are still relatively high compared to the rest of the region.

According to the Truckee Economic Strategy, Truckee is not actively seeking to establish itself as a business center. Thus, the Town has not implemented a policy of promoting the development of new office space, and there is a premium on office space in the Truckee area. This may partially explain why office rents tend to be higher in Truckee than in the rest of the region. As a result, more home-operated businesses exist in Truckee than would under different market conditions, since they cannot afford to rent office space. Thus, along with increasing pressure on home prices from second homeowners, full-time residents may be adding upward pressure on home prices, as they are willing to pay a higher amount for a home also used as a place of business. Simultaneously, due to the presence of home-based businesses, expansion of the Town's housing stock can be seen as contributing to the Town's ability to accommodate increased local economic activity.



New construction activity is a significant force in the local economy



T R A F F I C

Truckee's transportation network provides local access to various parts of the Town, serves as a key gateway to the wider Lake Tahoe region to the South and Sierra and Plumas Counties to the north and accommodates trans-Sierra travel along Interstate 80 and the Union Pacific Railroad.

Traffic Trends

The private automobile is the predominant mode of transportation in Truckee. The 2000 Census indicates that 80 percent of Truckee residents commute to work by driving alone, 15 percent carpool, 4 percent walk, and less than 1 percent bicycle or use public transit. The Census also indicated that employed Truckee residents working outside the home have an average commute trip of 21.3 minutes. Traffic volumes grew by up to 26 percent from 1991 to 2001. Traffic growth between 1990 and 2000 on the roadways entering/exiting Truckee was generally significantly lower than traffic growth on segments within Truckee, indicating relatively strong growth in local traffic rather than visitor or commuter traffic.

Based on the Town's traffic model, estimated total Vehicle-Miles of Travel (VMT) increased by 17 percent, or two percent annually between 1995 and 2003. In comparison, nationwide VMT over the same period has grown by roughly 2.5 percent per year. In 2000, the average peak summer day VMT per capita in Truckee was approximately 39 miles. While comparable figures are not available for communities with identical characteristics to Truckee, available data for some urbanized areas of California indicate that the per capita VMT in Truckee is significantly higher than in other communities. While some of the additional per capita VMT generated in Truckee is a result of the dispersed land development pattern, the larger impact is undoubtedly due to visitor traffic.

Key Transportation Policies

The Town of Truckee has adopted a Level of Service (LOS) standard of LOS D to be maintained in most of the Town, and LOS E conditions in the downtown area. This standard, and the manner in which it is applied, has been developed to avoid triggering roadway im-

provements until well warranted by peak summer conditions.

The Town has also adopted a policy to preclude the expansion of Donner Pass Road to a four-lane road. This policy must be considered in both evaluating future development levels, as well as in assessing the need for alternate roadway improvements.

Level of Service

Traffic conditions on local streets are best described by Intersection Level of Service (LOS). The Level of Service provides a measure of the delay to the drivers at signalized and stop-controlled intersections. The intersection Level of Service provides the most accurate description of traffic conditions and delays. The LOS is expressed using a letter A through F, with A representing free-flow and minimal delays, and F representing jammed conditions and long delays. LOS D is generally considered to be the minimum acceptable standard for intersection operation.

To help fund roadway improvements, the Town has established a Traffic Mitigation Fee program. These fees are imposed on all development within the Town, and are proportionate with the VMT generated by each development. At present, the fee for a single-family house is \$1,936; this will be increased to \$2,035 in June 2003.

Traffic Issues

Key traffic issues in Truckee include congestion impacts to the Town's limited roadway network from new land uses in Truckee and

nearby areas such as the Martis Valley area of unincorporated Placer County. Future development in the downtown area will also require new roadways or roadway improvements. Additionally, the remaining development capacity in Tahoe-Donner has the potential to generate traffic levels that exceed the capacity of the roadways serving the area.

In order to resolve these issues there is a need for more defined Town policy regarding traffic issues, such as LOS standards for individual approaches to unsignalized intersections, maximum daily traffic levels on local streets to maintain quality of life, and warrants for turn pockets that reflect the balance between traffic safety, environmental impacts, and cost considerations.

Current Roadway Planning Processes

Over recent years, the Truckee roadway system has been improved by projects such as the 267 Bypass and McIvers Undercrossing. Studies

currently underway that may result in additional improvements include planning with Caltrans for two roundabouts at the I-80/ SR 89 South interchange, and replacing the Railroad "Mousehole" undercrossing on SR 89 South in order to improve roadway capacity and improve bicycle/pedestrian conditions. In addition, the Town is preparing an Environmental Impact Report for the westward extension of Pioneer Trail to Northwoods Boulevard, as well as the northward extension of Bridge Street to tie to the extension. This project could improve access to Tahoe Donner and reduce traffic congestion along Donner Pass Road.

As part of private development projects, plans for modern roundabouts are being developed for three intersections: Brockway Road/ Martis Valley Road, SR 89 North/Alder Drive, SR 89 North/Donner Pass Road.

Existing Traffic Conditions

The Town of Truckee traffic model provides estimates of local traffic contributors. Excluding through traffic on Interstate 80, total peak



Driving into Downtown Truckee

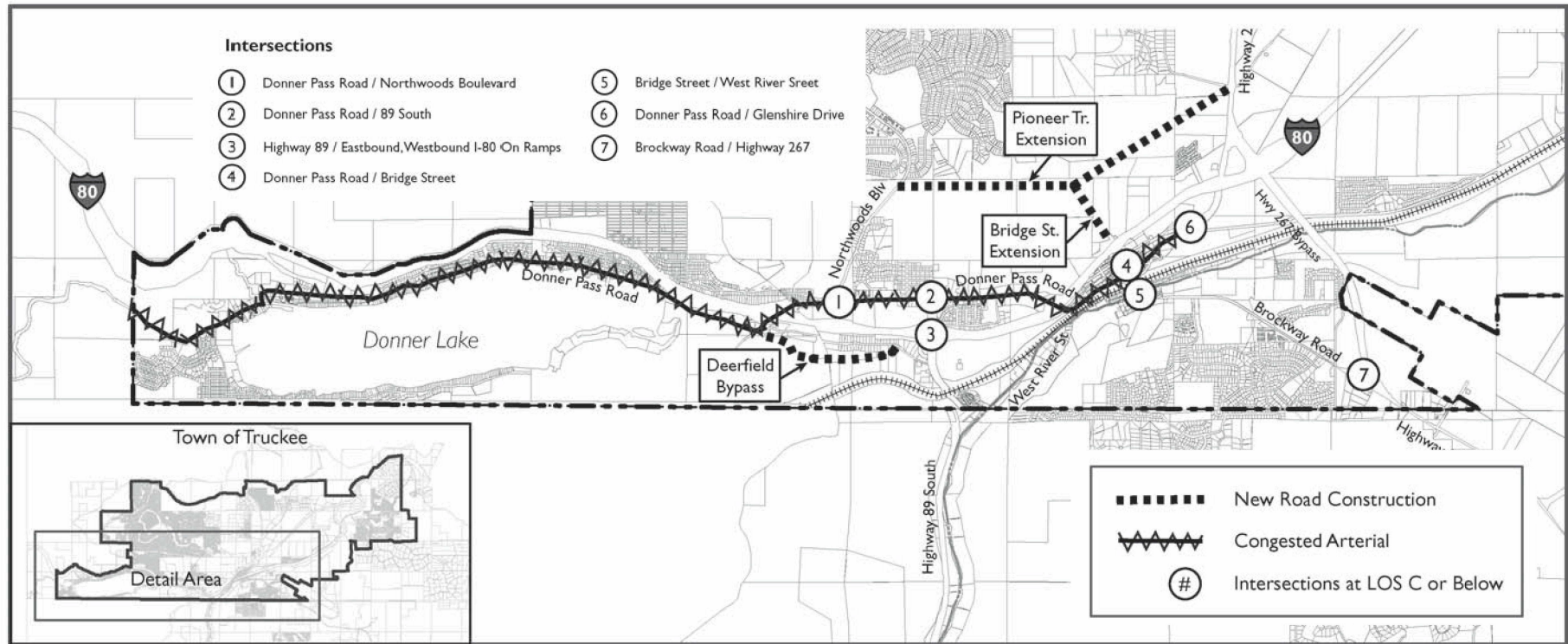
TRAFFIC

hour summer traffic on Truckee roadways consists of 36 percent trips within Truckee, 56 percent trips to/from Truckee and 8 percent external trips passing through Truckee. This data reflects the strong interrelationship of traf-

fic generated in other jurisdictions to traffic conditions in Truckee.

The map below identifies intersections that operate at LOS C or below. The Town standard is a minimum of LOS D, but those intersec-

tions currently operating at LOS C are included to indicate intersections that may be approaching the minimum standard. These intersection measurements are taken during the PM peak hour on a summer weekday (a Friday in August).



Congested Roads and Intersections in Truckee

Truckee and Tahoe Area

The following transit services operate in and around the Town of Truckee, to Donner Summit, and to the North Shore of Lake Tahoe:

The Truckee Trolley is a public-private partnership between the Town of Truckee, the Nevada County Transportation Commission, and several private organizations. Service is provided seven days per week during the winter months. In the non-winter months, one bus operates Monday through Saturday between the Truckee Train Depot and the west end of Donner Lake.

Truckee Dial-A-Ride provides curb-to-curb demand response service. The Dial-A-Ride service area is generally the Town of Truckee limits. Service is provided Monday through Friday, using a maximum of two vans. One van provides Saturday service.

Tahoe Area Regional Transit (TART) has been operating transit service between Truckee and Tahoe City along the SR 89 corridor in partnership with the Town of Truckee since

December 1991. TART is operated by the Placer County Department of Public Works.

The three area transit operators provided 114,291 one-way passenger-trips in Fiscal Year 2000-01. The Truckee Trolley provided 57,446 one-way passenger trips during the year and TART provided 40,019. Truckee Dial-A-Ride provided 16,826 one-way passenger trips. Total ridership among all three services grew by 95 percent between 1996 and 2001. The Truckee Trolley showed the greatest growth, increasing one-way passenger trips almost six-fold between 1996 and 1998, when ridership grew from 9,494 passenger-trips to 54,043 passenger-trips annually. In comparison, the Truckee Dial-A-Ride grew by 4 percent, while the TART service ridership grew by 22 percent between 1996 and 2001.

The key issues associated with public transportation in the Truckee-Tahoe area include the lack of service to Tahoe-Donner, Glenshire, the Donner Creek Mobile Home Park, and the Coachland RV Park; the need for future services to new developments such as Grays

Crossing (PC-2) and Joerger Ranch (PC-3); and the need for overall service improvements, such as increased service frequency and longer transit operating hours. In addition, public transit funding, particularly operating funding, is very limited. Current funding sources for transit operating costs are fully used, which limits the ability to address the issues listed above.

State and Region

Greyhound serves the Truckee Train Depot as part of its service between Reno and Sacramento, with eastbound service provided five



A TART Bus at the Truckee Railroad Depot

times per day, and westbound service provided four times per day.

The Truckee-Tahoe Airport, located on the Truckee-Placer County boundary southeast of downtown, is a General Aviation facility that provides a center for private and charter aviation for the Truckee - North Tahoe region. While no scheduled air passenger service operates from this facility, it serves an important economic function for the region and is also the base for medical and emergency air services. In 2000, the State of California reported that 48,945 takeoffs and landings were recorded at the facility; a 55 percent increase from 1995 numbers.

At present, passenger rail service to Truckee is limited to the once-a-day stop of the east- and westbound California Zephyr Amtrak route, which provides service between the Bay Area and Chicago. Schedule adherence is low, limiting the usefulness of this service to local residents. However, State-wide rail plans call for the eventual extension of the existing San Jose-to-Auburn rail service over Donner Summit

to Truckee and Reno. The Placer County Transportation Planning Agency is leading a study that will, in part, further these plans. This service has the potential to greatly increase the usability of passenger rail service to Truckee, as service frequency and on-time performance would be substantially improved over the current Amtrak service. It is reasonable to assume that this expanded passenger rail program will be serving Truckee within the General Plan planning period.

Bicycle and Pedestrian Travel

Non-motorized travel is an important element of Truckee's overall transportation network. While pedestrian activity is particularly concentrated in Downtown Truckee and along the Gateway section of Donner Pass Road, pedestrian travel is common throughout the central portion of the community and within outlying residential areas. In addition to school, shopping and commute trips, a significant level of bicycle activity in Truckee is also generated by recreational cyclists.

However, many barriers exist to safe and convenient pedestrian and bicycle travel ways, including Interstate 80, the Union Pacific Railroad, the Truckee River, and the substantial elevation changes within the town.

At present, pedestrian and bicycle facilities in Truckee are limited, and much non-motorized travel must take place along roadway shoulders. However, the Town has recently completed the Truckee Trails and Bikeways Master Plan, which includes a comprehensive system of recreational trails, and is beginning the process of implementing improvements. In particular, efforts are currently underway to expand the Truckee River Trail eastward from downtown, provide Class II bicycle facilities along Donner Pass Road adjacent to Donner Lake, and provide Class II bicycle lanes along Glenshire Drive. Moreover, as part of future roadway improvements, the Town is aggressively pursuing additional parallel bicycle and pedestrian facilities.

The Town of Truckee is characterized by a series of residential and commercial districts separated by substantial areas of undeveloped open space. A large amount of land within and surrounding Truckee is under public ownership or management by local agencies and special districts, and State and federal Agencies. Most of these lands are located on the outer edges of the Town. This pattern reflects the transition to the large areas of publicly-held forest and lands that surround Truckee, and extend throughout much of the Tahoe area and entire Sierra Nevada.

Protected open space lands that are accessible for passive and active recreational use are valuable to the quality of life in Truckee. Truckee has large expanses of undeveloped open space, but only a portion of that open space is permanently protected. The map on the following page identifies protected open space areas in Truckee and the immediate surrounding area. The map shows two categories of protected open space areas. The first category includes National Forest, State parks and privately dedicated open space. The

second category shows land designated Resource Conservation/Open Space in the current General Plan. This designation applies to land containing significant natural resources or open space value. Allowed uses are open space and resource-based uses, such as forestry,

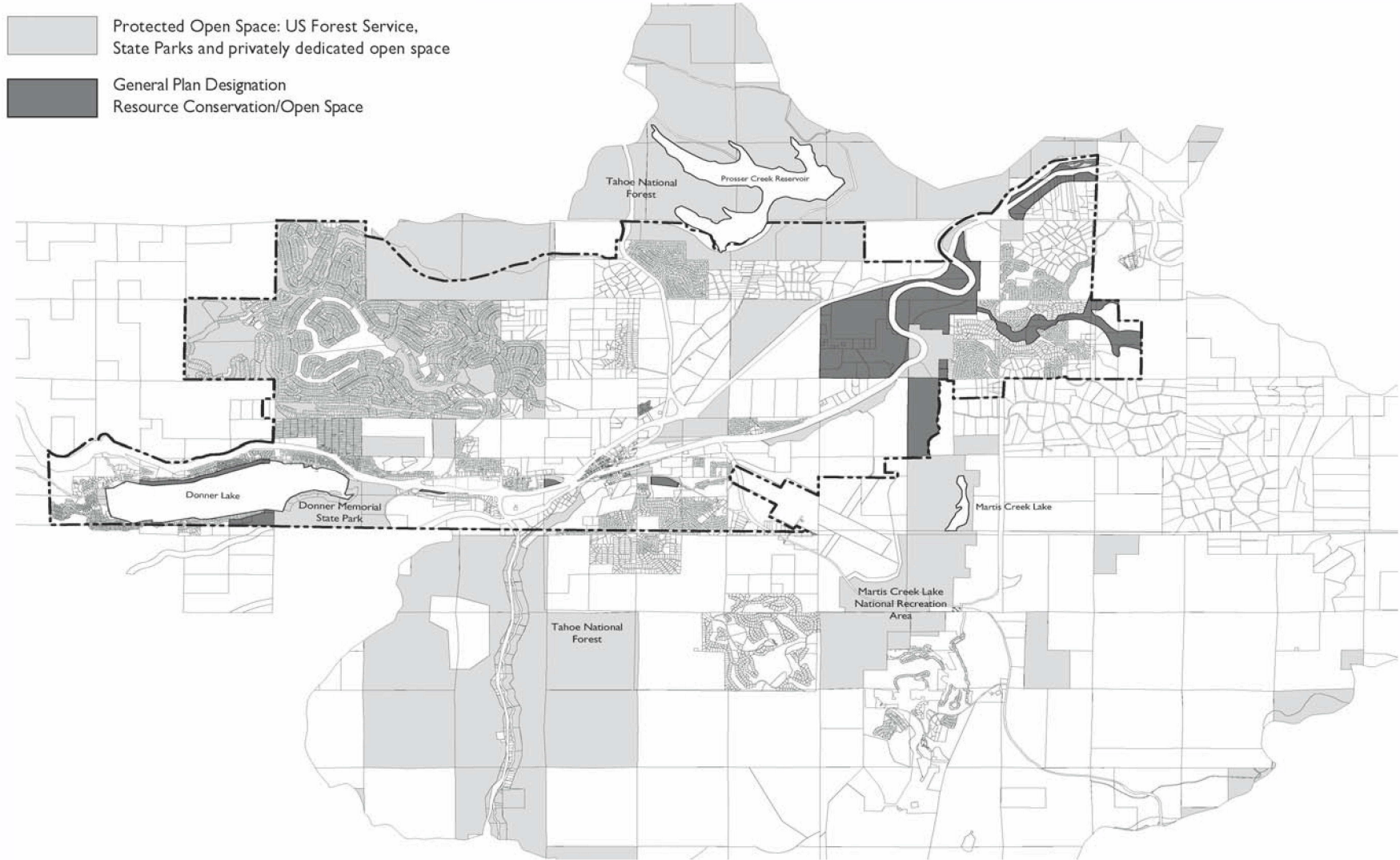
mining, wildlife management, or minimally improved public recreation. The minimum parcel size is 80 acres, with one housing unit allowed per parcel. To establish additional permanently protected open space, funding sources would need to be identified.



Open Space around Donner Lake

Photo: Cedric Ma

OPEN SPACE



BIOLOGICAL RESOURCES

The Truckee Valley is rich in biological resources, both within the Town of Truckee limits and the surrounding area. Several special status habitats, plant species and wildlife species have been identified in the Truckee area. Truckee's important biological resources are shown on the map on the following page and discussed in more detail below.

Common Wildlife Habitats in Truckee

The most common plant community habitats in Truckee are Jeffrey Pine Forest and Great Basin Sage Scrub. Jeffrey Pine Forest is a tall, open forest dominated by Jeffrey pine, ponderosa pine and lodgepole pine. Jeffrey Pine Forest provides habitat for many wildlife species, including raptors, songbirds, small mammals and reptiles. These include several special status species, such as the Sierra Nevada snowshoe hare, Sierra Nevada red fox, American marten, Pacific fisher, northern goshawk and several bat species. Special-status plant species known to occur or potentially occur in or associated with Jeffrey Pine Forest include Carson Range rock-cress and Mountain lady's slipper.

Great Basin Sage Scrub is interspersed with and adjacent to Jeffrey Pine Forest and Montane Meadow areas. This plant community is dominated by shrubby vegetation such as bitterbrush, sagebrush and rabbitbrush, with occasional trees interspersed throughout. Common species found in this habitat type include western fence lizard, gray flycatcher, Brewer's blackbird, green-tailed towhee, jackrabbit, chipmunk, ground squirrel and mule deer. Special-status plant species known to occur or potentially occur in or associated with rock outcrops or openings in Great Basin Sage Scrub and Bitterbrush include Donner Pass buckwheat and starved daisy.

Riparian, Wetland and Aquatic Habitat

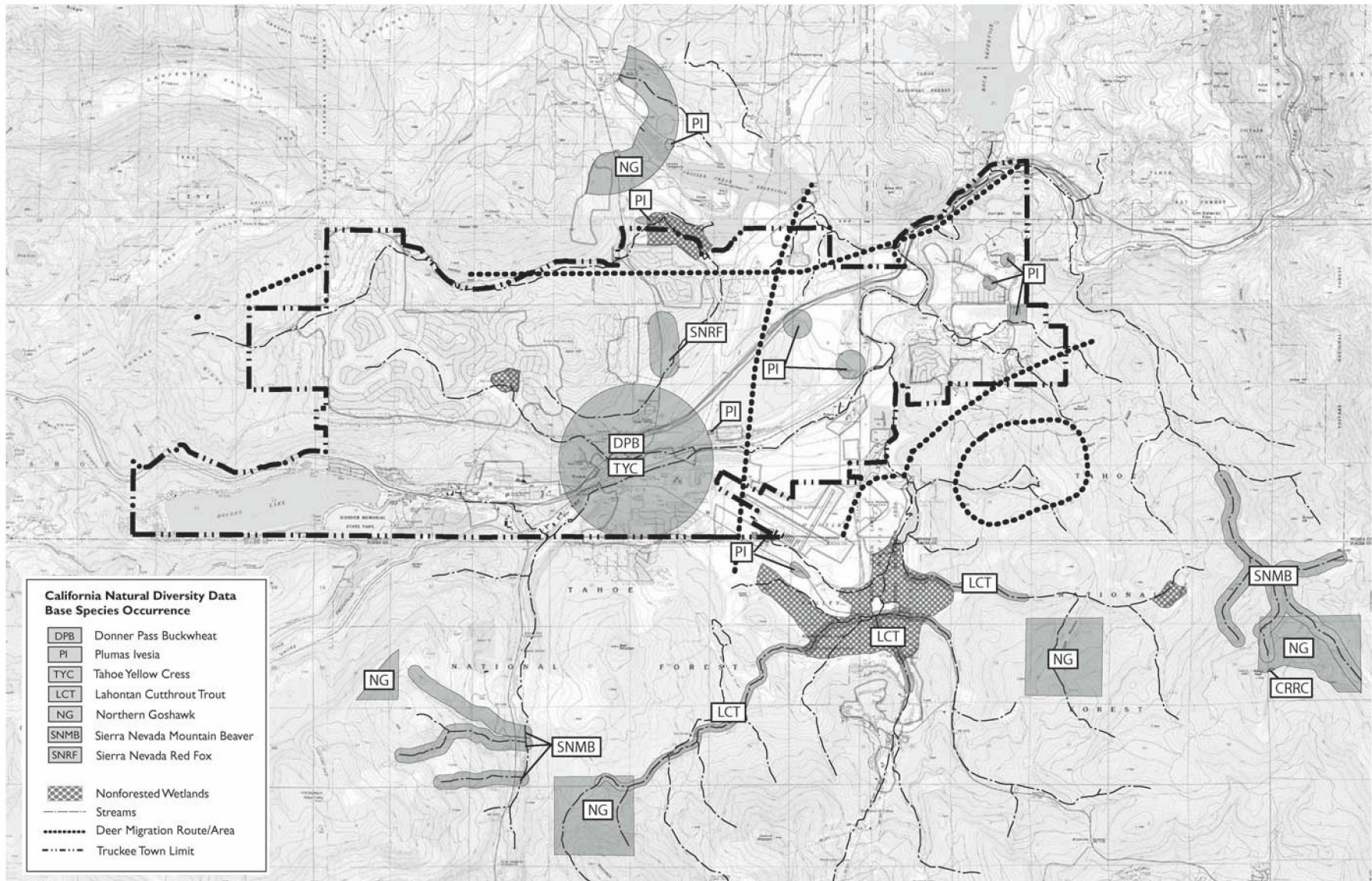
Numerous water resources and associated habitats are present within the Town of Truckee. The Truckee River is the most prominent

waterway, supporting riparian habitat dominated by willow species, mountain alder and aspen trees. Some streams, waters, and associated riparian and wetland habitats that occur in Truckee include Donner Lake, Truckee River, Prosser Reservoir, Donner Creek, Martis Creek, Gregory Creek, Alder Creek, Station Creek, Cold Creek and Trout Creek, all of which are part of the Truckee River watershed. These aquatic areas provide foraging habitat for fish and other aquatic



Riparian Habitat along the Truckee River

BIOLOGICAL RESOURCES



organisms, including aquatic insects, insectivorous birds aquatic reptiles, amphibians and mammals. Special-status wildlife species known to or potentially occur in these aquatic areas include the federally-threatened Lahontan cutthroat trout and bald eagle, and other special status species including Sierra Nevada mountain beaver, hermit warbler and mountain yellow-legged frog.

Montane Meadow habitat areas are dependent on a perennial or seasonal water source and are dominated by grasses and forbs. Sedges, rushes and willow species may also occur in Montane Meadows. Many of the Montane Meadows in the Town of Truckee are

seasonally inundated. These areas provide suitable habitat for many resident and migratory wildlife species, including the yellow warbler, a California Species of Concern and the State endangered willow flycatcher.

Streamside development and removal of vegetation in and along the banks of the Truckee River and other streams results in the loss of plant and animal habitats, bank erosion, and can ultimately reduce water quality. Proposed development in or along the river and stream areas should consider impacts to associated fish and wildlife species and water quality.

Wildlife Movement Corridors and Deer Migration Areas

Areas of undisturbed, continuous vegetation, such as riparian areas along the Truckee River and streams, provide wildlife movement corridors that are considered a sensitive resource within the Town of Truckee. Wildlife movement corridors are composed of contiguous habitat that provide shelter and food sources for resident and migratory wildlife

species including deer, bear, coyote, skunk, raccoon, mountain beaver, northern goshawk and wolverine.

The Town of Truckee is located within important deer habitat. Deer populations are comprised of some black-tailed, but primarily Rocky Mountain mule deer and are referred to as the Interstate Herd. Truckee's riparian, shrub communities, and forested areas are important habitats for deer. The Interstate Herd migrates annually in the spring from Nevada to Martis Valley, using the wildlife corridor along the Truckee River, to fawning grounds south of Union Valley, outside the Town's southern boundary. This herd must cross the Truckee River and Interstate 80 during migration, and individuals have been observed using the Prosser Village and Fiberboard undercrossings in the Town of Truckee. Future development in the Town of Truckee must consider obstruction to migration corridors.



Mule Deer

Photo: California Academy of Sciences

Most parks and recreation facilities in Truckee are operated by the Truckee Donner Recreation and Park District (TDRPD). Within Truckee, TDRPD maintains a number of parks and recreational facilities, which are shown on the map and summarized in the table on the following page. TDRPD's largest site is the Truckee River Regional Park, a 62 acre park located along the south side of the Truckee River, near Brockway Road. This park offers a wide range of recreation facilities including a skate park, ice-skating rink, ballfields, tennis and volleyball courts, a rodeo arena and an amphitheater. The Riverview Community Sports Park, located on Joerger Drive, offers sports fields, a baseball diamond and a BMX track.

As well as the larger community parks described above, three smaller neighborhood parks are located within Truckee: Billy Rose Park in the Gateway area, Meadow Park in the Donner Trail Subdivision, and Glenshire Park in the Glenshire area. West End Beach is a public beach area on Donner Lake, where TDRPD also operates a boat launch facility

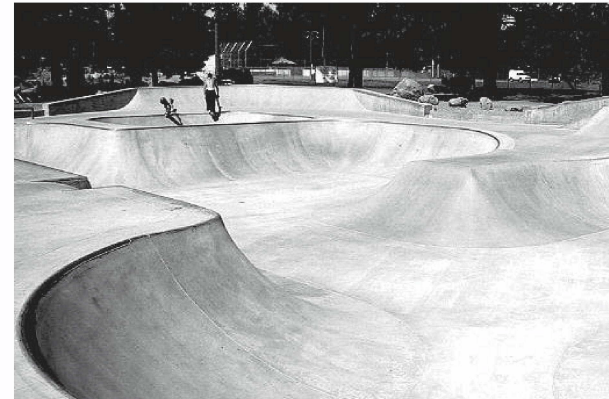
and a series of public piers on the north side of the lake. TDRPD also operates a number of smaller facilities, including a swimming pool, Community Center, an Activity Center for Middle and High School students, and Truckee Veterans Hall. These facilities offer a broad range of activities such as adult education, sports and fitness programs, and space for community meetings and functions.

The Donner Memorial State Park covers 1,750 acres, located partially within the Town limits, on the southeast side of Donner Lake. In addition to the Donner Party memorial and educational exhibits, the park offers a variety of recreational opportunities. A \$3.1 million grant was awarded in 2002 for development of a new "High Sierra Crossings" museum and nature preserve, to be located within the State Park.

Truckee is relatively well served by parks and recreation facilities, particularly when the many public open space areas (shown in the figure on page 34)

near to the Town are taken into consideration. However, the community has grown rapidly since incorporation, and few new recreational facilities have been added in the last several years.

While looking to the needs of the local community is a priority in considering the provision of additional recreational facilities, Truckee's reputation as a nationally-prominent visitor destination could also be well-served by the addition of new community facilities, be they recreational or culturally-oriented.



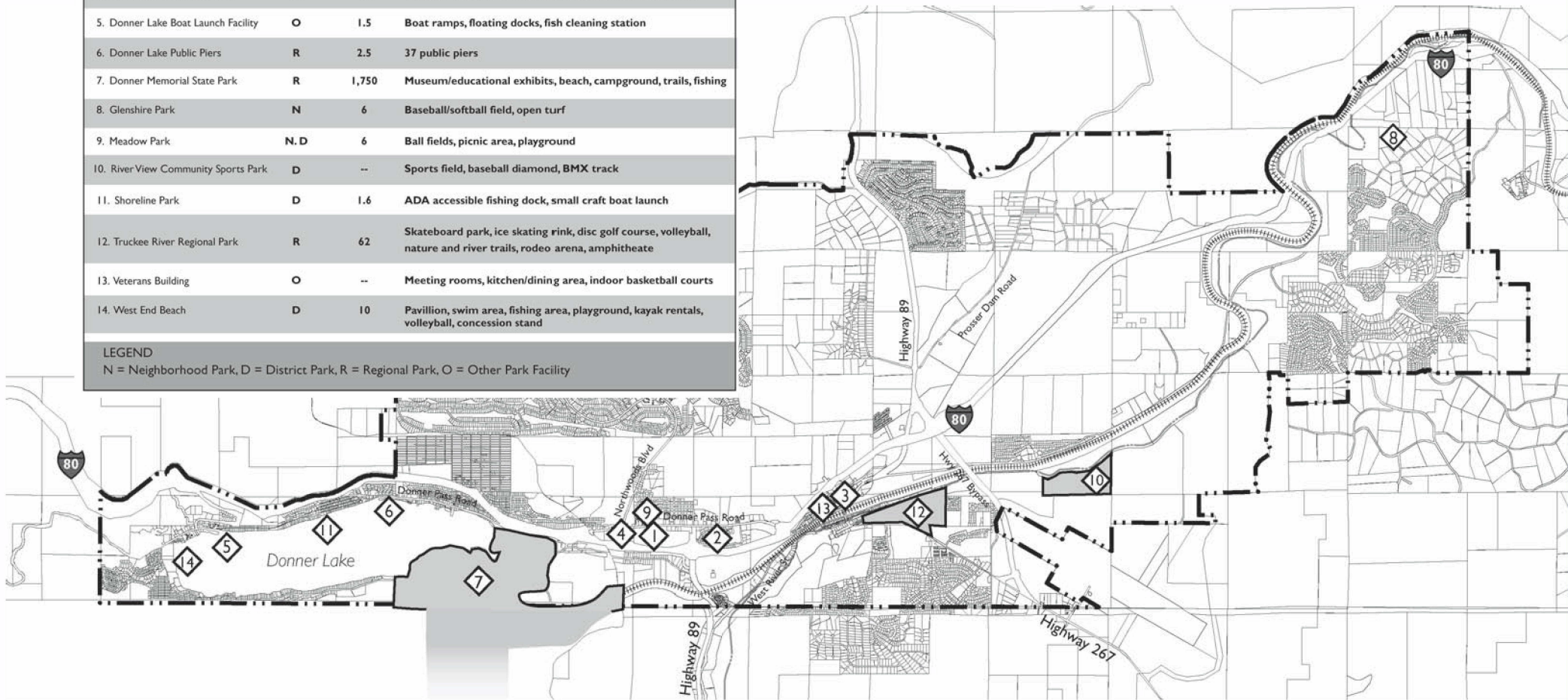
Truckee's New Skate Park

PARKS AND COMMUNITY FACILITIES

Name	Type	Acres	Facilities
1. Activity Center	O	--	Classrooms, pool tables, outdoor patio
2. Billy Rose Park	N	0.3	Playground, sandbox, picnic tables with BBQ
3. Community Center	O	--	District office, meeting rooms, auditorium, tiny tots area
4. Community Swimming Pool	O	--	15x25 yard pool, 6 swimming lanes, 1 meter diving board
5. Donner Lake Boat Launch Facility	O	1.5	Boat ramps, floating docks, fish cleaning station
6. Donner Lake Public Piers	R	2.5	37 public piers
7. Donner Memorial State Park	R	1,750	Museum/educational exhibits, beach, campground, trails, fishing
8. Glenshire Park	N	6	Baseball/softball field, open turf
9. Meadow Park	N. D	6	Ball fields, picnic area, playground
10. River View Community Sports Park	D	--	Sports field, baseball diamond, BMX track
11. Shoreline Park	D	1.6	ADA accessible fishing dock, small craft boat launch
12. Truckee River Regional Park	R	62	Skateboard park, ice skating rink, disc golf course, volleyball, nature and river trails, rodeo arena, amphitheatre
13. Veterans Building	O	--	Meeting rooms, kitchen/dining area, indoor basketball courts
14. West End Beach	D	10	Pavillion, swim area, fishing area, playground, kayak rentals, volleyball, concession stand

LEGEND

N = Neighborhood Park, D = District Park, R = Regional Park, O = Other Park Facility





INFRASTRUCTURE AND SERVICES

Infrastructure systems include roadways, potable water systems, sewer systems, storm drainage systems and utilities (electricity and natural gas). Several agencies and other entities provide these services within the Town of Truckee. Service areas for key utility providers in Truckee are shown in the figure on the following page.

Water

Water service in Truckee is provided by the Truckee Donner Public Utility District (TDPUD). All water supply in Truckee is from a local groundwater source, the Martis Valley Aquifer; TDPUD maintains twelve wells to extract this water. Because elevations in different parts of Truckee vary so greatly, the District maintains 27 pump stations to serve the various water pressure zones within its service area. TDPUD currently serves approximately 9,000 commercial and residential connections. In 2002, the District took over operation of the Glenshire Mutual Water Company (GMWC) and the Donner Lake Water Company, the latter following a series

of water quality problems associated with operation of the Donner Lake water system.

Current maximum water demand for the TDPUD is 7.63 million gallons per day (mgd), with maximum demand estimated to be 20.96 mgd in 2014. Based on a study of groundwater resources, the Martis Valley Aquifer can safely yield adequate supplies to meet this demand. Current water source capacity is estimated at 8,750 gallons per minute (gpm), however, storage and transmission limitations restrict this to only 6,010 gpm. In order to address these limitations, TDPUD has identified a series of improvements, including the construction of four new wells, construction of additional storage facilities, construction of two new major transmission pipelines and upsizing existing pipelines in some areas.

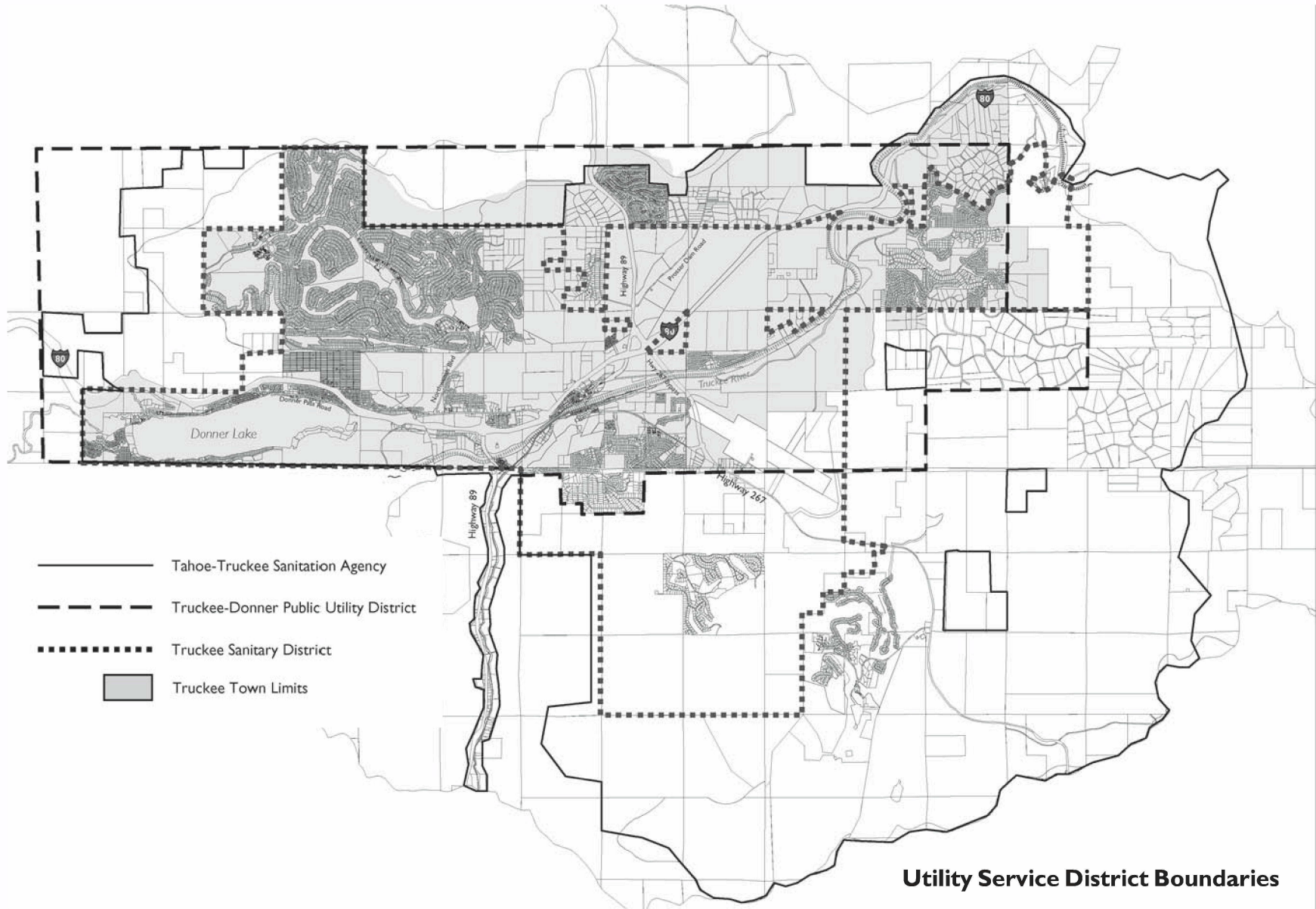
Sewer

Wastewater collection and treatment in Truckee is carried out by two agencies, the Northstar Community Services District and the Tahoe-Truckee Sanitation Agency (T-TSA) which is an umbrella agency for five sewage

collection agencies, serving communities on the north and west side of Lake Tahoe, as well as . The Truckee Sanitation District (TSD), operates and maintains over 300 miles of sewer pipelines within the Town of Truckee and the Martis Valley area within Placer County. Wastewater collected by the TSD system is conveyed to the T-TSA's Water Reclamation Plant (WRP) located in the eastern part of Truckee, north of the Truckee-Tahoe Airport.

The WRP provides primary, secondary and tertiary sewage treatment, with treated wastewater discharged to the Truckee River, and organic sludges transported to a landfill site in Nevada. Existing capacity at the WRP is expected to be reached in 2004; an expansion program is underway to address this need. In addition to expansion of the WRP itself, planned improvements include upgrades to the Truckee River Interceptor, a gravity sewer which collects raw sewage from each of the five member districts under the T-TSA, and improvements to existing sewage treatment lagoons. The expansion program, scheduled

INFRASTRUCTURE AND SERVICES





INFRASTRUCTURE AND SERVICES

for completion by 2005, will increase wastewater treatment capacity to 9.6 mgd; this is expected to be sufficient for projected need within the T-TSA service area until 2015.

Solid Waste

Solid waste collection for Truckee is provided by Tahoe-Truckee Sierra Disposal (TTSD), which serves much of the Lake Tahoe area. Tahoe Truckee Disposal (TTD), which is an arm of the TTSD, collects household waste and recyclable materials. These materials are transported to the Eastern Region Material Recovery Facility (MRF), located between Truckee and Squaw Valley, two miles south of I-80. The MRF acts as a transfer station for household waste; recycled materials are collected and processed at the facility, and non-recyclable waste is transferred to the Lockwood Regional Landfill in Nevada. The MRF also accepts household hazardous waste for disposal. The landfill has a permitted capacity for an estimated 200 years. TTSD handles approximately 60,000 tons of waste annually. A new MRF was recently constructed, which offers an expanded total capacity of 180,000

tons per year. This is projected to be adequate to serve population increases for the current and updated General Plan period.

Energy

Electric service for most of the Town of Truckee is provided by the Truckee Donner Public Utility District (TDPUD). Approximately two thirds of the Glenshire area is served by Sierra Pacific Power. TDPUD purchases electricity from Constellation Power Source (CPS), which in turn acquires its power from generation facilities in Utah. TDPUD supplies power to approximately 12,000 customers from four substations in and around Truckee, using Sierra Pacific Power Company's transmission system. Because TDPUD does not use power from California generation facilities, the Town of Truckee was relatively unaffected by recent power shortages experienced by much of the rest of the State.

TDPUD anticipates 3-4 percent annual growth in demand for electricity over their 15 year planning period through 2015. The District

has identified a number of capital improvements to existing substations and transmission lines that will enable increased demand to be met. Funding for these improvements will come from developer fees and facility fees levied on new construction. According to TDPUD, the district has had no difficulty updating its facilities to keep pace with the rate of new development over the past several years, and anticipates that this will continue to be the case.

Natural gas service in the Town is provided by Southwest Gas, which extended gas service to the Town in 1995; construction of the gas distribution network to most parts of the Town is largely complete. The network now consists of a high-pressure line along Brockway Road, and a distribution network serving approximately 9,500 connections in Truckee. Not all parcels within Truckee are on the natural gas distribution system, and many Truckee residents continue to use propane gas. Natural gas supplies in Town are anticipated to be adequate for the foreseeable future.

The Tahoe-Truckee Unified School District (TTUSD) covers an area of 720 square miles, encompassing portions of Nevada, Placer and El Dorado Counties. The Truckee area has a total of six schools: Tahoe Truckee High School, Sierra Mountain Middle School, Glenshire Elementary and Truckee Elementary; Sierra High School, an alternative high school, is also located in Truckee, but draws students from a wider geographical area; Prosser Creek Charter School which was created in 1998, offers K-12 education for local students; its Truckee site is one of several in Placer and Nevada County. The locations of Truckee's schools are shown in the figure on the next page.

Total enrollment in Truckee's schools, excluding the charter school and alternative high school, is projected to be 2,783 students for the 2002-2003 school year, representing approximately half of total enrollment in the School District. At present, both of Truckee's elementary schools and the Middle School are above capacity.

As shown in the graph on the following page, Truckee's school enrollments over the past several years have shown a steady decline. In light of Truckee's recent growth, this represents an unusual trend; it may be due to the particular demographic and home ownership profile of the Town, which includes an increasing number of retirees and second home owners.

Despite falling local enrollments, TTUSD has initiated a series of improvements, funded both by developer fees and local voter-approved Bond Measures. Significant among these is the construction of a new middle school in the PC-2 area, which will replace the existing middle school facility on Donner Pass Road. The new building is expected to be completed in 2004, and will ultimately accommodate up to 1,000 students. This increased ca-

capacity will address the current severe overcrowding at the existing facility. Once the new school is complete, the former middle school site will be converted to a third elementary school, which will help to alleviate current overcrowding at the other two facilities. TTUSD projects an additional 230 students in Truckee area schools over the next seven years. With the new middle school, Truckee will have adequate capacity for all of these students.



Truckee Elementary School

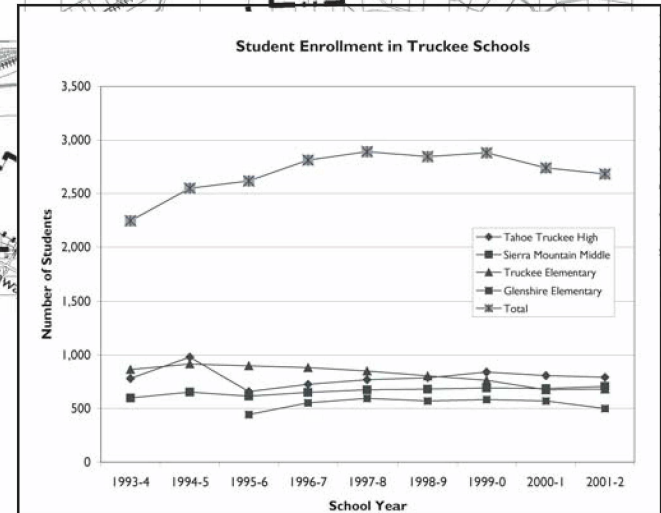
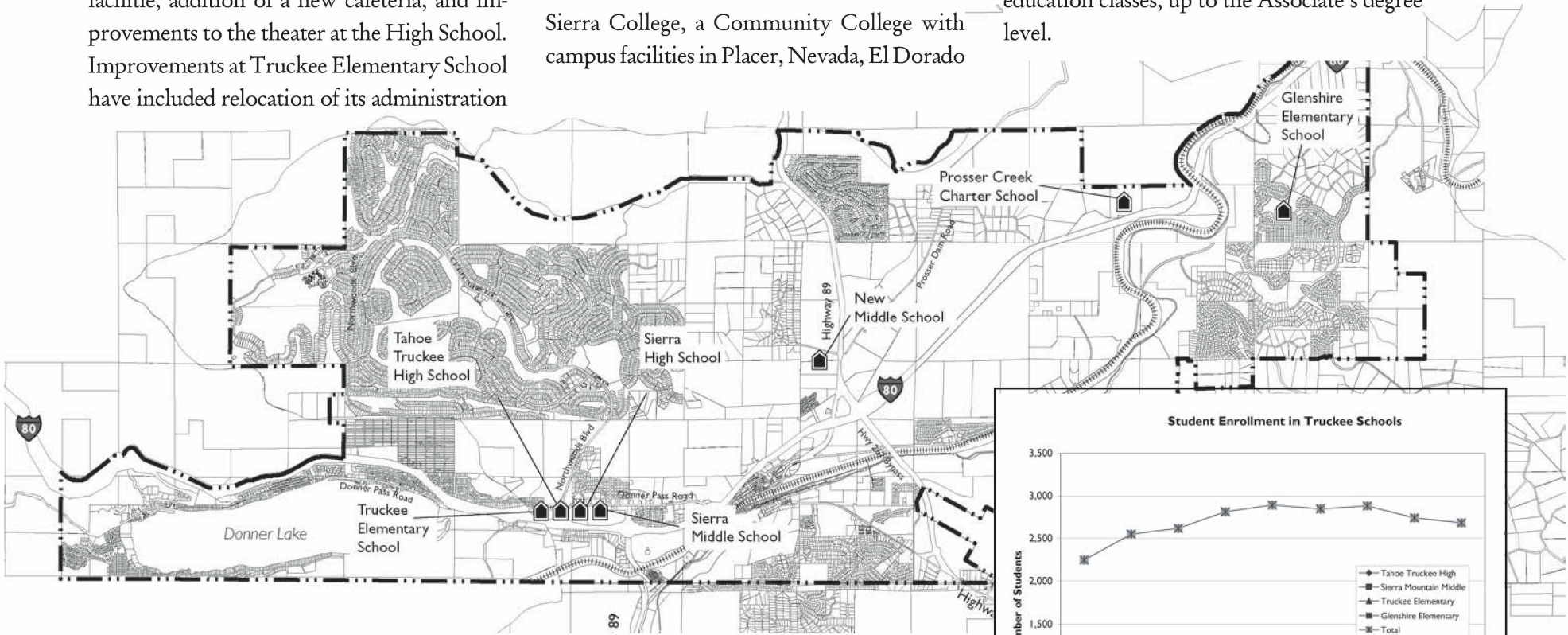
SCHOOLS

Many other improvements have been made or are planned for Truckee's schools. These include modernization of classroom and lab facilities, addition of a new cafeteria, and improvements to the theater at the High School. Improvements at Truckee Elementary School have included relocation of its administration

area to make way for an enlarged library and media center, and addition of a multi-purpose room with gymnasium and office space.

Sierra College, a Community College with campus facilities in Placer, Nevada, El Dorado

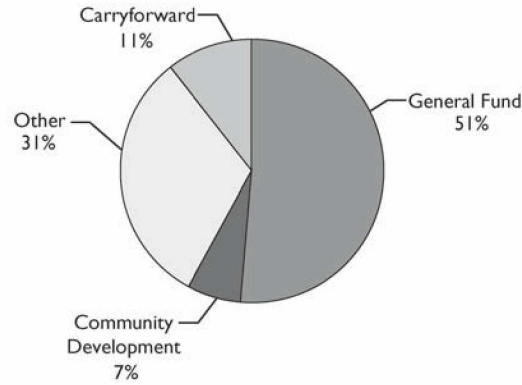
and Sacramento Counties, has recently established a small satellite center in Truckee. The College offers a range of vocational and adult education classes, up to the Associate's degree level.



The Town's budget pays for municipal services and improvements related to growth and development; existing and future development generate revenues, such as property taxes and sales taxes, to pay for municipal expenditures. The following charts display the sources of Town revenues and expenditures by Town department.

Total Town Revenues by Fund Category

According to the Town of Truckee 2002/2003 Budget, the Town's two largest funds are the General Fund, constituting 51 percent of the Town's revenue, and other sources, which constitute 31 percent of the total revenue. Carry-forward monies from previous years constitute an additional 11 percent portion of the Town's current revenue. While the General Funds come from many sources, the Other Revenue mainly comes from grant funds and contributions, and state gas tax subventions.

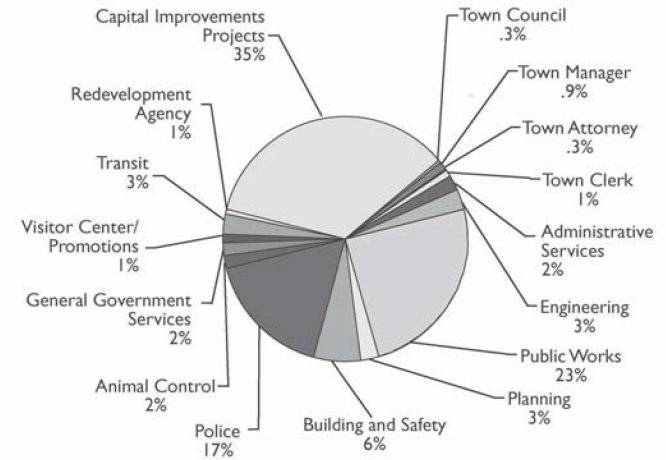


Total Town Revenues By Fund Category

Category	
General Fund	\$11,607,275
Community Development	\$1,520,525
Other	\$7,055,410
Carryforward	\$2,393,673
Total	\$22,576,883

Total Town Expenditures by Department

The largest share of overall Town expenditures is for capital improvements, accounting for 35 percent of expenditures, followed by the police department, accounting for 17 percent



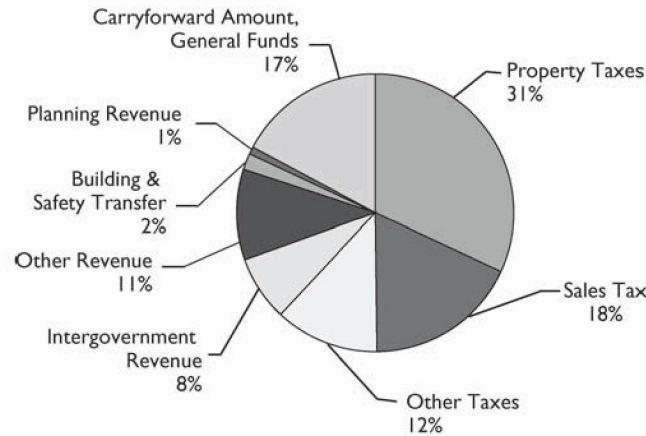
Total Town Expenditures by Department

Department			
Operating Expenses			
Town Council	\$79,600	Planning	\$587,205
Town Manager	\$205,915	Building and Safety	\$1,396,525
Town Attorney	\$81,300	Police	\$3,832,100
Town Clerk	\$179,425	Animal Control	\$380,990
Administrative Services	\$467,810	General Government Services	\$415,750
Engineering	\$640,245	Visitor Center / Promotions	\$238,340
Public Works - Maintenance	\$1,373,525	Transit	\$632,192
Public Works - Snow	\$2,520,040	Redevelopment Agency	\$113,895
TSSA Snow Removal Costs	(\$76,875)	Total Operations	\$14,612,812
Public Works - Facilities	\$1,544,830	Capital Improvements Projects	\$7,964,071
		Total	\$22,576,883

of total Town expenditures. Other large expenditures include Public Works, and Building and Safety, accounting for an additional combined 30 percent.

Sources of General Fund Revenues

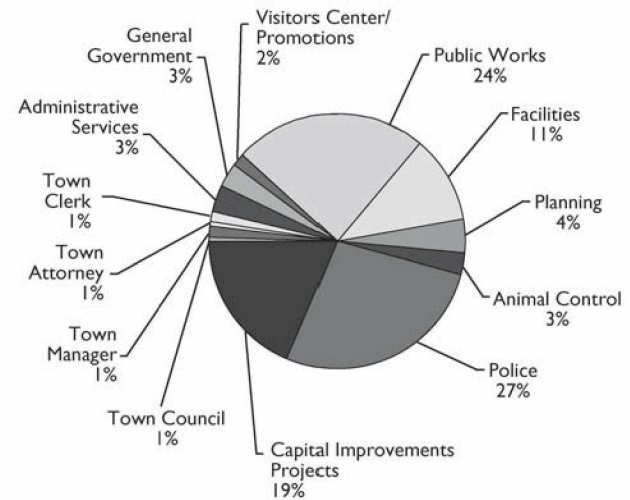
The General Fund receives the general-purpose revenues over which the Town Council exercises discretionary control. The Town uses General Fund revenues to fund basic municipal services provided to the public. An important consideration for the Town of Truckee in planning for growth is how new development affects the General Fund balance of expenditures and revenues.



Total General Fund Revenues by Source

Sources of Revenue	
Property Taxes	\$4,493,900
Sales Tax	\$2,460,000
Other Taxes	\$1,710,100
Intergovernmental Revenue	\$1,069,780
Other Revenue	\$1,494,280
Building & Safety Transfer	\$265,320
Planning Revenue	\$124,000
Carryforward Amount - General Funds	\$2,393,673
Total	\$14,011,053

The largest contributor to the General Fund is property taxes, including secured and unsecured taxes, accounting for 31 percent of the General Fund. Sales taxes follow, accounting for 18 percent of General Fund Revenues. The carry-forward portion accounts for 17 percent of currently available revenues, and “other taxes” account for 12 percent of the General Fund.



Total General Fund Expenditures by Department

General Fund Expenditures

The largest share of General Fund expenditures is for the Police Department, accounting for 27 percent of expenditures, followed by capital improvements projects, accounting for 19 percent, and public works, accounting for an additional combined 24 percent of General Fund expenditures.

Department	
Operating Expenses	
Town Council	\$79,600
Town Manager	\$205,915
Town Attorney	\$81,300
Town Clerk	\$179,425
Administrative Services	\$467,810
General Government	\$415,750
Visitors Center / Promotions	\$238,340
Public Works - Engineering	\$640,245
Public Works - Snow	\$2,443,165
Public Works - Maintenance	\$318,065
Facilities	\$1,544,830
Planning	\$587,205
Building & Safety	\$0
Animal Control	\$380,990
Police	\$3,832,100
Total Operations	\$11,414,740
Capital Improvements Projects	\$2,596,313
Total	\$14,011,053



**General Plan Vision Workshops will be held in May and June 2003.
All Truckee area residents are invited to participate.**

Please note the following workshop dates for your calendar:

Wednesday, May 7	<i>Project Kickoff and Issues Identification</i>
Wednesday, May 21	<i>Background and Case Studies</i>
Wednesday, June 4	<i>Vision Refinement</i>
Wednesday, June 18	<i>Moving Towards the General Plan</i>

All Workshops will be held between 6 pm and 9 pm at the Truckee Town Hall,
10183 Truckee Airport Road in Truckee

For more information about the 2025 General Plan Update,
call **(530) 582-7820**, or visit **www.truckee2025.com**