



MEMORANDUM
COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING SERVICES DIVISION
 County of Placer

TO: Board of Supervisors DATE: September 13, 2016

FROM: Paul Thompson
Interim Agency Director

BY: Stacy Wydra
Senior Planner

SUBJECT: Martis Valley West Parcel Specific Plan: Specific Plan, Development Standards, and Design Guidelines. Martis Valley Community Plan Amendments. Rezones. Large-Lot Vesting Tentative Subdivision Map. Development Agreement (PGPA 20130080/PLN15-00465). Final Environmental Impact Report (State Clearinghouse #2014032087)

ACTIONS REQUESTED

Conduct a Public Hearing to consider:

1. A recommendation from the Placer County Planning Commission for **DENIAL** of the following:
 - a. Certification of the Martis Valley West Parcel Specific Plan Final Environmental Impact Report (SCH# 2014032087) and Errata prepared pursuant to the California Environmental Quality Act, and Mitigation Monitoring Reporting Program;
 - b. Adoption of a Resolution to approve the Martis Valley West Parcel Specific Plan.
 - c. Adoption of an Ordinance to approve the Martis Valley West Parcel Specific Plan Development Standards;
 - d. Adoption of a Resolution to approve the Martis Valley West Parcel Specific Plan Design Guidelines;
 - e. Adoption of a Resolution to approve the amendment to the Martis Valley Community Plan Land Use Diagram to incorporate Martis Valley West Parcel Specific Plan land use designation;
 - f. Adoption of an Ordinance to approve the tentative immediate rezone of 662 ± acres of the “West Parcel” from TPZ to SPL-MVWPSP;
 - g. Adoption of an Ordinance to approve the rezone of all remaining acreage in the “West Parcel” from OS to SPL-MVWPSP and rezone of 670± acres of the “East Parcel” from RS & C-1 to TPZ;
 - h. Approval of the Large-Lot Vesting Tentative Subdivision Map;
 - i. Adoption of an Ordinance to approve the Development Agreement relative to the Martis Valley West Parcel Specific Plan, and

2. A recommendation from the Placer County Planning Commission to **APPROVE** the adoption of a Resolution to amend the Martis Valley Community Plan to add Goal 6.J. and associated policies related to emergency preparedness, as follows:

Emergency Preparedness and Evacuation Plans

Goal 6.J. To establish protocols for emergency events, such as fire, avalanche, seismic and flood protections measures.

Policies

- 6.J.1. The County shall require all new development projects prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan (Update 2015).

- 6.J.2. The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.

BACKGROUND

The idea of the proposed Martis Valley West Parcel Specific Plan (MVWPSP) project was introduced over ten (10) years ago, when Sierra Watch, a conservation group, contacted Sierra Pacific Industries (SPI) regarding conservation initiatives in the Martis Valley, of which the 6,376 acres of the East Parcel was identified as a priority for conservation. Meetings with the applicants and conservations groups proceeded in 2009 to explore conservation opportunities on SPI land in the Martis Valley. After a number of meetings over the subsequent four (4) years, in 2013, the Martis Valley Opportunity Agreement (MVOA) was signed which set forth parameters for the combined conservation and development plan of the Martis Valley West Parcel Specific Plan. The County is not a party to this agreement. The MVOA originally had considered development within the Tahoe Basin and as such, the original MVWPSP included the proposed development of 112 residential units within the 112.8 acres within the Tahoe Basin. Due to the requests from Sierra Watch, Mountain Area Preservation (MAP) and other interested parties, the applicants eliminated the development proposed within the Tahoe Basin, modifying the project to construct the 760 residential units and commercial uses entirely within the Martis Valley and outside of the Tahoe Basin. It is important to note that although this Specific Plan is entitled the “Martis Valley West Parcel” Specific Plan, it is intended to encompass both the East and West Parcel real property located in Placer County, not including the TRPA Basin acreage or the acreage located in Nevada County.

PROJECT LOCATION

The Martis Valley West Parcel Specific Plan (MVWPSP) project site is located between the Town of Truckee and the north shore of Lake Tahoe in Placer County, on either side of State Route (SR) 267 (Attachment B). The entire Martis Valley encompasses approximately 44,800 acres in Nevada and Placer Counties, 25,570 acres of which are within Placer County. The proposed MVWPSP area would encompass 7,212 acres in Placer County, with two components, the “East Parcel” and the “West Parcel”. The “East Parcel” is defined as the entire 6,376 acre area northeast of SR 267 (6,030 acres would be permanently preserved as open space, 130 acres are within the Tahoe Basin, and 216 acres located in Nevada County). The “West Parcel” encompasses 1,052 acres located west of State Route 267, southeast of the Northstar California Resort, and uphill and east of Sawmill Reservoir 662 acres are proposed for immediate withdrawal from the TPZ zoning to allow for development.

PROJECT DESCRIPTION

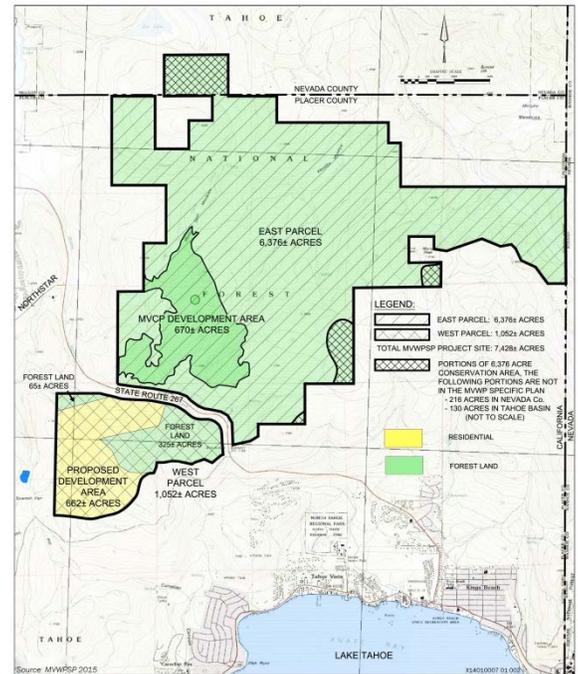
The Martis Valley West Parcel Specific Plan (MVWPSP) consists of two components: the West Parcel (1,052 acres) and the East Parcel (6,160 acres). The project proposes to transfer 760 residential units and 6.6 acres of commercial from the allowable development of 1,360 residential units and 6.6 acres of commercial on the East Parcel to the West Parcel. The project would permanently retire the remaining 600 residential units of the East Parcel. The entire 6,376 acre East Parcel (Note: 6,160 acres are within Placer County’s jurisdiction and are the subject of the proposed MVWPSP. Approximately 216 acres of the “East Parcel” are located in Nevada County and not part of the project but will also be preserved as open space). Approximately 130 acres are located within the Tahoe Basin and are not part of the proposed MVWPSP but will be preserved as open space in perpetuity either through (1) the sale of the East Parcel to a land trust or similar organization, or (2) recordation of a conservation easement restricting use of the East Parcel. A portion of the West Parcel (662 acres) would be tentatively rezoned from TPZ to SPL-MVWPSP, through a request for immediate withdrawal from TPZ, which if approved by the State would allow for the development of residential units and associated commercial, homeowner amenities, and small community retail uses. The remaining 390 acres on the West Parcel would be zoned SPL-MVWPSP.

No small lot tentative subdivision maps or permits (use permit, building permit, etc.) are requested as part of this Specific Plan approval request. Project level entitlement requests would be requested and processed separately following adoption of the Specific Plan.

East Parcel

The MVWPSP policies call for the preservation of the entire 6,376-acre East Parcel (including the 6,160 acres in Placer County and the 216 acres in Nevada County) as permanent open space. The preservation of the East Parcel as permanent open space would be accomplished in two ways. First, in approving the Specific Plan, the County would change the land-use designations and zoning on the 670-acre portion of the East Parcel from its current MVCP designation of Low Density Residential and General Commercial and Single-Family Residential and Neighborhood Commercial zoning to a Martis Valley West Parcel Specific Plan (MVWPSP) land use designation and TPZ zoning, so that the entire 6,160 acres of East Parcel located in Placer County would be designated MVWPSP and zoned TPZ. Thus, those portions of the East Parcel that are currently designated and zoned for residential or commercial uses would no longer be authorized for such development. The project would thereby reduce the overall development potential in this portion of the Martis Valley by 600 residential units (from 1,360 units under the MVCP to 760 units under the MVWPSP). In addition, the project would move the development from the East Parcel to the West Parcel, transferring 760 units and 6.6 acres of commercial from the allowable development of 1,360 units and 6.6 acres of commercial on the East Parcel to the West Parcel.

Second, the 6,376-acre East Parcel – in both Placer and Nevada Counties – would be permanently preserved as open space. The mechanism, outlined in the proposed Development Agreement Section 3.11, for preserving the East Parcel would consist of either (1) the sale of the East Parcel to a land trust or similar organization, or (2) recordation of a conservation easement restricting its use. The sale of or recordation of a conservation easement on the East Parcel would be carried out by private parties, and does not require approval or action by Nevada or Placer Counties. Nonetheless, the commitment to preserve the East Parcel is a central component of the Specific Plan. For this reason, the Specific Plan includes policies ensuring that, if the Specific Plan is approved, the entire East Parcel would be permanently preserved as open space. These policies are included in Chapters 3 and 6 of the MVWPSP (Policies LU-2.2, LU-2.3, and OS-2). If the East Parcel is not acquired by a land trust by August 2020, then a limited conservation easement that prohibits residential or retail commercial development on the East Parcel would be placed on the entire 6,376 acres.



The uses within the Placer County portion of the East Parcel would be subject to the MVWPSP policies and regulations which restrict the uses to open space and forest management. The TPZ zoning would, at a minimum, allow the East Parcel to be managed for forest health and reduction of fire risk. Timber harvesting could also continue, although clear-cutting would not be allowed. In addition, the East Parcel contains approximately 40 miles of existing informal and unauthorized trails that are assumed to be retained. Tree removal would be subject to a Timber Harvest Plan (THP), approved by the California Board of Forestry. The THP is an environmental review document submitted by the landowner outlining what timber would be harvested, how it would be harvested, and the steps that would be taken to prevent damage to the environment. The THP must be prepared by a Registered Professional Forester licensed to prepare such plans. The Forest portion of the East Parcel that is currently in TPZ has a THP in place. The THP would be amended (or a new THP prepared) to include the 670 acre area that would be rezoned to TPZ.

If the project is acquired by a conservancy, the new owner would decide whether to maintain existing trails and/or create new trails. However, it is not known at this time whether the East Parcel would be placed under a conservation easement or acquired by a conservancy, and what, if any, improvements a conservancy might implement. Because it would be speculative to assume changes on the East Parcel, the Draft EIR assumed that no changes will be made to the East Parcel trails or other elements. If and when a conservancy acquires

the East Parcel and decides to initiate any improvements, those improvements would be subject to County approval and would require CEQA compliance.

The approximately 216 acres of the East Parcel in Nevada County would remain designated Forest 160 in the Nevada County General Plan. Although it would be included in the proposed conservation of the East Parcel, it would not be included in the MVWSP, as it is not under Placer County's jurisdiction. The project does not propose development or land use changes on this acreage, so no action is needed from Nevada County.

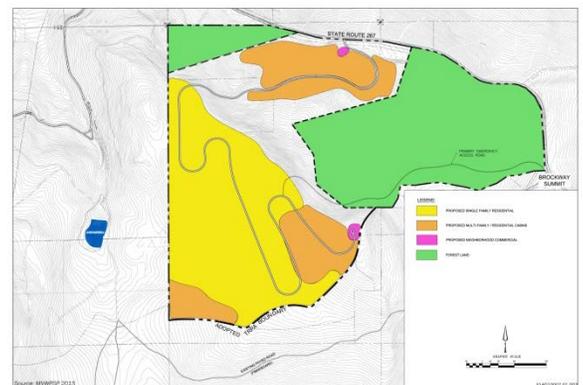
The approximately 130 acres of the East Parcel within the Placer County portion of the Tahoe Basin would remain within the Martis Peak Plan Area (PAS 019). This plan area is designated Conservation, with approved permissible uses that include resource management (forestry, erosion control, restoration) and permissible special uses that include summer homes (1 unit per parcel), public services, and recreation (day use, trails, developed and undeveloped campgrounds). Although this PAS allows for some limited development, the conservation easement or sale to a conservancy of the East Parcel would ensure that no development occurs on this Tahoe Basin acreage. Therefore, no action by TRPA is required to implement the Specific Plan.

West Parcel

Under the MVWSP, development on the West Parcel would accommodate up to 760 residential units, accessory homeowner amenities (up to 22,000 square feet), and up to 6.6 acres (up to 34,500 square feet) of commercial uses, as well as the associated internal roads, a roadway connection to SR 267, an emergency vehicle access (EVA) route, utility connections, and supporting infrastructure. The Specific Plan prohibits residential and commercial development in areas with steep slopes, within the setback of SR 267, and in sensitive habitats such as wetlands. The conceptual plan, shown here, illustrates one scenario of how the Specific Plan could be implemented based on zoning, site conditions, and development restrictions. The Specific Plan provides flexibility regarding the location of single-family, multifamily and commercial development within the Residential zone, so the proposed project could ultimately differ from the conceptual plan shown here. However, the ultimate distribution of uses must comply with the Specific Plan's allowable uses, restrictions, number of units, maximum square footage, and so on.

Residential Uses

The MVWSP primarily involves the development of residential units: a mix of single-family homes, townhomes, cabins, multi-family residences, and condominiums. The anticipated residential unit mix is shown in the table. While the ultimate mix of units would be based on site characteristics and market conditions, the total number of units would not exceed 760. The number of single family lots may range from 300 to 500; the number of townhomes/multiplexes may range from 125 to 350 units; the number of cabins may range from 40 to 200 units; and the number of condominiums may range from zero to 170 units. The aim is to provide flexibility to respond to market conditions, while still ensuring that the overall number of residential units does not exceed 760.



Unit Type	Probable Mix	Possible Unit Mix Range			
Single Family Lots	375	300	375	360	500
Townhomes/multiplexes	265	250	125	350	200
Cabins	120	40	200	50	60
Condominiums	0	170	60	0	0
Total Units	760	760	760	760	760
			Possible low unit types		
			Possible high unit types		

Note: Any combination of unit type may occur up to a maximum of 760 units. Unit type would be determined by market demand and project site terrain. The number of units within each unit type would fall within the range shown. The maximum of 760 residential units would not be exceeded, regardless of the mix of unit types.
Source: Mountainside Partners, 2015

Commercial Uses

Commercial development would consist of recreational services and community-supporting retail, such as small restaurants or cafes, a ski rental shop, a sundries shop, and family entertainment. These uses would be designed to support project residents and guests rather than attracting patrons from outside the development. The MVWPSP limits the total commercial/retail area to 34,500 square feet of building space on 6.6 acres of land, which could be distributed throughout the Residential-designated area on parcels of any size.

Parks / Open Space Uses

Open Space - In addition to the 6,376 acres of open space proposed for preservation on the East Parcel (described above), approximately 390 acres (35 percent) of the West Parcel would be designated as open space. Of the proposed West Parcel development area, 325 acres would be designated MVWPSP, zoned SPL-MVWPSP, and remain undeveloped. In addition, 65-acres in the northwestern corner of the West Parcel would be designated as MVWPSP, zoned SPL-MVWPSP, and remain undeveloped except for utility infrastructure. Furthermore, open space or a neighborhood parks would be provided within the West Parcel development area for passive recreation.

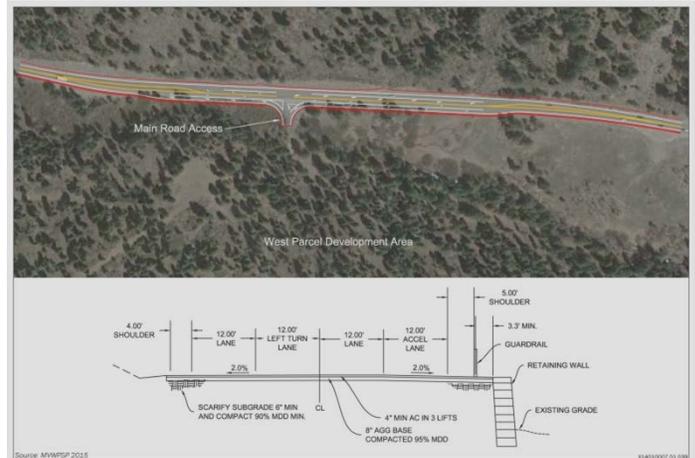
Trails - The project proposes to construct approximately 14 miles of multi-purpose trails on the West Parcel, often following the existing user-created trails, to provide connections between MVWPSP neighborhoods and commercial and recreational amenities. Trail users could connect to offsite existing and planned trails including the future Martis Valley Trail, the Tompkins Memorial Trail, and the Tahoe Rim Trail, providing access for residents and guests to the broader regional trails network. The formal West Parcel trails would support both winter sports, such as cross-country skiing and snowshoeing, and summer sports, such as hiking and biking. The Northstar Community Services District (NCSD) and Placer County Recreation and Parks Division would be consulted regarding the location of internal trails and the most advantageous connections to trails outside the MVWPSP.

Homeowner Amenities - Up to 22,000 square feet of homeowner amenities would be provided onsite, which could include one or more of the following: fitness centers, swimming pool, spas and treatment rooms, tennis courts, basketball/sports courts, concierge services, and meeting rooms. Homeowner amenities would not be commercial operations.

Access and Circulation

Primary access to the site would be provided via State Route 267 approximately 1.3 miles south of Highlands View Road and approximately 1.6 miles south of Northstar Drive. A new three-legged intersection would be constructed at the project entrance and SR267 with the following improvements:

- Northbound (westbound) through lane
- Southbound (eastbound) through lane
- Left-turn deceleration lane on northbound (westbound) SR 267 for left turns into the West Parcel development area
- Left-turn refuge area/acceleration land on northbound (westbound) SR 267 for left turns out of the West Parcel development area
- Right-turn acceleration lane on southbound (eastbound) SR 267 for right turns out of the West Parcel development area
- Right-turn lane on southbound (eastbound) SR 267 for right turns into the MVWSP
- Dedicated right- and left-turn lanes on the main access road
- 5-foot wide Class II bicycle facilities on SR 267, consistent with the Placer County Bikeway Master Plan

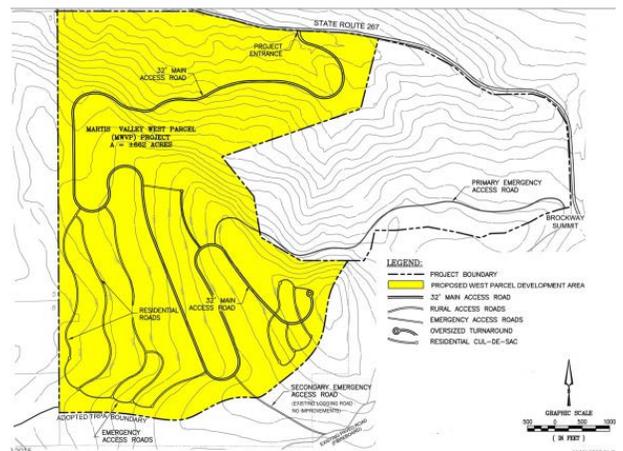


Internal Roadways

The MVWSP circulation plan is illustrated in this picture and as Exhibit 3-9 of the Draft EIR. The main access road would include two lanes connecting to SR 267 and winding through the MVWSP area to its terminus (an oversized turnaround) in the southeast of the project site. A free-span bridge would be installed across Middle Martis Creek near the entrance into the project site, just off of SR 267. The typical cross-section for the main access road would include two 16-foot wide paved vehicle lanes, 2-foot-wide aggregate base shoulders, and a 20-foot wide snow storage easement on either side of the road including a 12.5-foot wide multipurpose easement that could accommodate public utilities. Secondary roads (i.e., internal streets) would branch off the main access road to provide direct access to residential and commercial parcels. Secondary roads would have two vehicle lanes with snow storage and multipurpose easements. Secondary roads providing access to the subdivision may be access controlled; however, pedestrian, bicycle, snowshoe, and cross-country skier access would be provided where access-controlled roads lead to public trails. Internal roads would be constructed to the standards of the Specific Plan and would provide easements for snow storage and utilities. The roads within the MVWSP would be privately owned and maintained, and may be access-controlled.

Emergency Vehicle Access

Also shown in the exhibit, a year-round, 20-foot wide, paved primary emergency vehicle access (EVA) road would be constructed through the 325-acre forest land, connecting to SR 267 at Brockway Summit. The EVA would be plowed in the winter to remain free of snow. Both ends of the EVA would be gated (at the end of the Brockway parking area and at the edge of the West Parcel development) and the EVA would be used for emergency vehicles only, unless needed in a catastrophic event to also evacuate residents.



A secondary, seasonal EVA is proposed to connect to the Fibreboard Freeway, an existing paved, two-lane, east-west trending road that lies south of the West Parcel and connects to SR 267. This seasonal EVA would utilize an existing dirt logging road between the West Parcel development area and Fiberboard; it would not be a new access route, nor would any road improvements be made. The seasonal EVA would not be maintained or used for emergency access in the winter season, as snow would not be removed from it in the

winter. Summer seasonal use of this secondary EVA would be limited to emergency vehicles and emergency provider mandated evacuation only. Similar to the primary EVA, the seasonal EVA will not be used for public access nor shall the secondary EVA be used as an access by the residents of the MVWPSP. The seasonal EVA will be gated and locked to ensure the limited access of this secondary EVA is for emergency purposes only.

Public Services and Utilities

The proposed project would be served by a number of public service and utility providers in the Martis Valley, including the Northstar Community Services District (NCSD), the Truckee Sanitary District (TSD), the Truckee Sanitation District (TTSA), and the Tahoe Truckee Sierra Disposal Company (TTSD). NCSD is intended to provide water, sewer and wastewater treatment, fire and life safety, and some recreation services. The MVWPSP will apply to the Local Agency Formation Commission (LAFCO) for annexation into the NCSD after approval of the Specific Plan, if approved, and prior to the recordation of the large lot vesting tentative map.

Water Supply and Distribution System

Water supply in the Martis Valley primarily comes from groundwater. The West Parcel development area would be annexed into, and water service would be provided by, the NCSD. One of two water supply options would be used to serve the MVWPSP development. The first option would be to connect to the NCSD water system in Highlands View Road, which would require installation of water lines within the SR 267 and Highlands View Road rights-of-way and NCSD utility easements. This option would require NCSD to expand their existing water supply, storage, and distribution. Approximately 8,600 linear feet of pipeline would be needed to connect to the existing NCSD water system, and new water storage tanks would be constructed on the West Parcel. The second option would be to construct up to three (3) new groundwater wells on the West Parcel with a pump system that would convey water to two (2) new 350,000 gallon water storage tanks. The well(s) would be owned and operated by NCSD and would serve the proposed development. The proposed water storage facilities would have adequate capacity to store water for peak day demand and fire flows for the West Parcel development area.

Wastewater

Wastewater conveyance and treatment would be provided by NCSD through its contract with the Truckee Sanitary District (TSD). NCSD maintains a collection and transmission system with approximately 32 miles of sewer mains, three pumping stations, and an inverted siphon system that runs from the Northstar Gold Course to the Truckee-Tahoe Airport Road. NCSD conveys wastewater to the TSD main in Truckee-Tahoe Airport Road. TSD then conveys flows to the Tahoe-Truckee Sanitation Agency regional wastewater treatment plant in Truckee.

Project-generated wastewater would be collected with 6-inch to 8-inch sewer lines located within project streets and NCSD utility easements. The collection system would flow by gravity to a new sewer lift station to be constructed in the northeast portion of the West Parcel development area, near SR 267. From this location, three (3) options to convey wastewater to the treatment plan are under consideration. Under the first option, an approximately 17,000-linear-foot, 4-inch force main would be constructed within or adjacent to SR 267, Highlands View Road, and Northstar Drive rights-of-way and NCSD utility easement to convey wastewater to an existing 12-inch sewer main located in Northstar Drive. A second option would be to construct a gravity sewer main that conveys wastewater to the NCSD lift station located in SR 267 just south of Northstar Drive. A third option includes a direct sewer line from the West Parcel development area, along SR 267, to the TSD connection manhole at Truckee-Tahoe Airport Road.

Drainage and Erosion Control

The Martis Valley West Parcel drains north to the Martis Valley. Onsite drainage facilities would be designed to ensure that there are no substantial changes to the hydrology of the existing watersheds. Project runoff would be collected, treated, and infiltrated onsite to the greatest extent possible via basins, curb and gutter, swales, rock-lined channels, infiltration systems, retention/detention basins, Best Management Practices (BMPs), and other Low Impact Development measures. Stormwater runoff would be retained and infiltrated such that post-development peak flows leaving the West Parcel development area would be less than or equal to the pre-development (existing) peak flows. No additional flows would leave the watershed as a result of the development. Most of the project's stormwater would follow its existing hydrological course, either to

the NCSD reservoir or to Upper Martis Creek. No offsite drainage improvements would be required. The MVWPSP includes requirements for homeowners and developers to use BMPs. The project drainage system would comply with applicable regulations, including the Placer County Stormwater Management Manual and Lahontan RWQCB stormwater discharge requirements.

Solid Waste Disposal

Solid waste disposal in the Martis Valley is provided by Tahoe Truckee Sierra Disposal (TTSD) through a contract administered by NCSD, and TTSD would serve the proposed MVWPSP project. The TTSD hauls waste to the Placer County Eastern Regional Landfill. At the Landfill, the residential and commercial waste is evaluated and sent to its appropriate location, i.e. recyclable materials are directed to the Materials Recovery Facility.

Dry Utilities

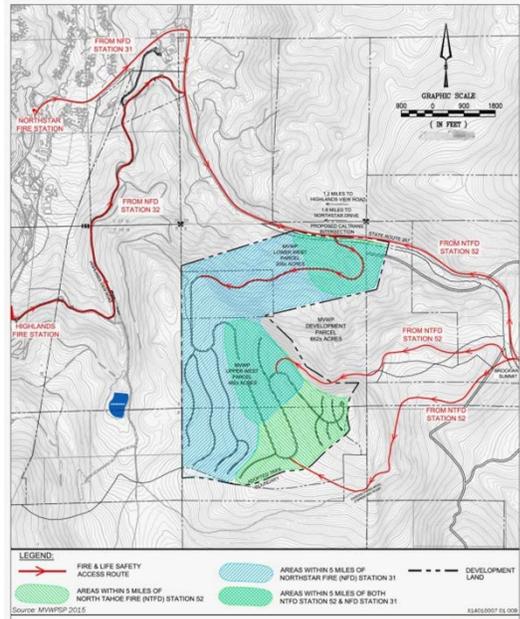
Electrical service in the MVWPSP vicinity is provided by Liberty Utilities, which has two electrical transmission lines in the vicinity; one along SR 267 and one through forested lands, roughly parallel to the Fibreboard Freeway. The nearest substation is in Truckee. Natural gas is provided by Southwest Gas; a gas transmission line is located in the SR 267 right-of-way. SBC would likely provide telephone service to the project.

Electrical lines, natural gas lines, and possibly communications lines would be installed in the rights-of-way of project streets and within utility easements. These lines would connect to existing lines in SR 267. An approximately 4,000-linear-foot joint trench would be extended from the West Parcel development area to existing electrical lines and communication lines in SR 267, and an approximately 3,000-linear-foot gas line trench would be needed to connect the project to the existing gas line in SR 267.

Fire and Police Protection

The Truckee - North Lake Tahoe region, including the Martis Valley, is considered a “fire environment” because of the climate, steep topography, and high level of available fuel. According to CAL FIRE’s Fire Resource Assessment Program FHSZ Geographic Information System data, the West Parcel is located within a Very High FHSZ and the East Parcel is within Very High and High FHSZs. The entire MVWPSP project site is located within a State Responsibility Area (SRA) served by CAL FIRE. If the MVWPSP is adopted, the 662-acre West Parcel development area would be annexed into the NCSD, which would provide fire protection services to the new development along with CAL FIRE. NCSD operates the Northstar Fire Department (NFD), which protects five square miles and provides fire prevention and suppression, and rescue services. The North Tahoe Fire Protection District (NTFPD) provides emergency medical services.

The project is located approximately 4.5 miles from the Northstar Drive Fire Station, 5.5 miles from the Northstar Highlands Fire Station, and 5.8 miles from the NTFPD Kings Beach Fire Station. The Northstar Fire Station and Highlands Fire Station are operated and maintained by the Northstar Fire Department (NFD) under the NCSD, while the Kings Beach Fire Department is operated by NTFPD. The NFD responds to both structural and wildland fires and provides hazardous materials, vehicle accident, and medical aid services. The NTFPD would provide ambulance service to the project. The NFD has sixteen full-time shift personnel, one full-time Fire Chief, one Fire Prevention Officer and a Forester. There are three total shift platoons to provide 24/7 staffing every day of the year. NFD implements a Community Wildfire Protection Plan (CWPP) and a Fuels Reduction Program to minimize wildfire risks to life, property and resources within the NCSD boundary by reducing excess fuels, reducing potential for insect and disease infestations, and restoring forest health to historic levels (NFD 2015).



Project Phasing

The MVWPSP project is anticipated to be built out over approximately 20 years and the development of the West Parcel may evolve in a variety of ways depending on factors such as market demand for various housing/lodging types and non-residential uses as well as changes in the development goals or financial capabilities of property owners. In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with County policies and standards, and that the development in each phase can support the portion of its costs for the required improvements. The primary access road and backbone infrastructure (primary EVA, water, sewer) and one of the water tanks would be constructed before the first phase of development. The infrastructure requirements for each phase would then include all onsite and offsite facilities necessary for the buildout of that phase. These may include roadways, sewer, water, storm drainage, dry utilities, bike paths and trails, and other facilities and improvements. Therefore, the MVWPSP allows for development to occur in any sequence, as long as the necessary infrastructure is in place.

It is estimated that grading and construction of the primary access road and utilities infrastructure (e.g., water and sewer pipes, water supply well(s), water storage tank(s), electrical lines, natural gas lines) would begin in May 2017 and that grading for the first phase of residential development would begin in 2018. The MVWPSP project would include a total of eight phases of construction: Phase 0 would occur over 1.5 seasons and include mass grading, utilities, and paving of main roads; Phases 1-7 would occur for a total of three seasons each and includes grading for one season, vertical construction for two seasons, and painting and paving in the last season along with building construction. The majority of grading activity (55 percent) would occur during Phase 0 and would also include construction of the primary roads. The main access road and associated infrastructure constructed in Phase 0 would be completed prior to the first residential development phase. All remaining grading activities and construction of secondary roads, trails, and residential units would be distributed throughout the other seven phases. To be conservative, it is expected that recreational amenities would be built in Phase 1 and all commercial space would be built in Phase 2. All hauling activities would occur onsite for cut and fill activities and no soil would be imported or exported. Asphalt and concrete would be obtained from local plants within eight miles of the MVWPSP area.

PROJECT ENTITLEMENTS

Provided below is a brief summary of required entitlements for the proposed Martis Valley West Parcel Specific Plan project. As noted earlier, the Planning Commission is recommending to the Board of Supervisors denial of all entitlement requests associated with the MVWPSP project, with the exception of a text amendment that addresses the requirement for an Emergency Preparedness Evacuation Plan (EPEP) for future development projects within the Martis Valley Community Plan boundary.

Martis Valley West Parcel Specific Plan (MVWPSP)

The Martis Valley West Parcel Specific Plan establishes a development framework for the area and addresses aspects of the land use, population, employment and housing, circulation, resource management, public utilities, public services, and implementation. The MVWPSP provides a comprehensive set of goals and policies, project objectives and implementation measures to guide the development of the West Parcel, and establishes Development Standards for parcel layout, buildings, and facilities, as well as Design Guidelines for architecture, landscaping, and other project elements.

Martis Valley West Parcel Specific Plan (MVWPSP) Development Standards and Design Guidelines

The Martis Valley West Parcel Specific Plan Development Standards and Design Guidelines provides a comprehensive set of goals and policies, project objectives and implementation measures to guide the development of the West Parcel, and establishes Development Standards for parcel layout, buildings, and facilities, as well as Design Guidelines for architecture, building heights, landscaping, water conservation, circulation, public transit, snow removal, recreation, open space, trails, and other project elements.

Amendment to the Martis Valley Community Plan

Amend the Martis Valley Community Plan Land Use Diagram to identify the project area as SPL-MVWPSP. Also, amend the text in the Martis Valley Community Plan to include a new Goal and Policies under Section VI: Public Facilities and Services, of the Martis Valley Community Plan, to ensure that all future development projects under the jurisdiction of the Martis Valley Community Plan will comply with the requirements of

Senate Bill 1241, through preparation and implementation of an emergency preparedness and evacuation plan and also demonstration of consistency with the East Side Emergency Evacuation Plan.

Rezoning:

Rezone the East and West Parcels as follows:

EAST PARCEL	EXISTING	PROPOSED
MARTIS VALLEY COMMUNITY PLAN LAND USE DESIGNATION:	Forest, Low Density Residential, General Commercial, Open Space	MVWPSP (Martis Valley West Parcel Specific Plan)
ZONING:	TPZ, Single-Family Residential, Neighborhood Commercial, Open Space	TPZ, Open Space
WEST PARCEL	EXISTING	PROPOSED
MARTIS VALLEY COMMUNITY PLAN LAND USE DESIGNATIONS:	Forest, Open Space	MVWPSP (Martis Valley West Parcel Specific Plan)
ZONING:	TPZ, Open Space	SPL-MVWPSP

A 662± acre portion of the West Parcel is proposed for immediate rezone from TPZ to SPL-MVWPSP. The remaining 390± acres is also proposed to be rezoned to SPL-MVWPSP, however, per Zoning Ordinance Section 17.16.010(C)(4), the TPZ zoning shall remain effective and applicable to the subject property for a minimum of ten (10) years from the date of the adoption of the Ordinance rezoning the property. On the East Parcel, a rezone is proposed for 670± acres of the East Parcel of the MVWPSP from RS (Single-Family Residential) and C-1 (Neighborhood Commercial) to TPZ (Timberland Production Zone).

Establishment of a Timberland Production Zone (TPZ)

As per Zoning Ordinance Section 17.16.010 C. (*Requirements for Establishment of Timberland Production Zoning*), a petition for rezoning to TPZ requires a forest management plan that is prepared or approved as to content by a California-registered professional forester. For the MVWPSP project, a forest management plan was prepared by North Valley Resource Management in May of 2016. This Forest Management Plan concluded that the site conditions of the East Parcel support the goals and objectives of Timber Production Zoning. To date, the extensive forest management infrastructure remains in place and is viable for forest management and timber harvest to continue without significant infrastructure improvements or construction.

Timberland Production Zone (TPZ) Withdrawal

The Timberland Productivity Act describes the procedures related to immediate rezoning of TPZ lands (Sections 51130-51146). Immediate rezoning (as opposed to elapse of the 10-year period to which TPZ lands are committed to timber harvesting activities) requires public notice and hearing, and a four-fifths (4/5th) vote of the full body of the County Board of Supervisors for tentative approval, accompanied by specific written findings that all of the following exist:

1. The immediate rezoning would be in the public interest.
2. The immediate rezoning does not have a substantial and unmitigated adverse effect upon the continued timber growing use or open space use of other land zoned as timberland production and situated within one mile of the exterior boundary of the land on which the immediate rezoning is proposed.
3. The soils, slopes, and watershed conditions will be suitable for the uses proposed by the applicant if the immediate rezoning is approved.
4. The immediate rezoning is not inconsistent with the purposes of subdivision (j) of section 3 of Article XIII of the California Constitution.

Any tentative approval would then be forwarded to the State Board of Forestry and Fire Protection for consideration and approval pursuant to Section 4621.2 of the Public Resources Code.

Large-Lot Vesting Tentative Subdivision Map

Together with the Specific Plan, a Large Lot Vesting Map (LLVTM) is proposed which encompasses approximately 772 acres and will create a maximum of five (5) lots and a remainder lot for the sole purposes of sale, lease, and finance for the MVWPSP. The lots created by the LLVTM carry no development rights, and to obtain development rights for all lots, a subsequent Small Lot Final Map must be filed for each Large Lot created by said Larger Lot Final Map, if approved. Furthermore, each subsequent Small Lot Final Map must comply with all Small Lot Tentative Map conditions of approval and the Martis Valley West Parcel Specific Plan, Development Standards, Design Guidelines, and Development Agreement.

Development Agreement

Development Agreements are authorized by California Government Code Section 65864 et seq., Section 15.20 of the Placer County Code, and Section 17.58.210 of the Placer County Zoning Ordinance. A Development Agreement sets forth the property owner's specific obligations relating to: infrastructure construction, financing, and time; financial contributions for infrastructure maintenance and public services; and other obligations in consideration of vested development rights for an extended period of time (a 20 year initial term is proposed). Development Agreements are recorded and "run with the land," which obligates the current and any future property owners to the terms of the agreement.

A summary of the major provisions of the proposed MVWPSP Development Agreement is included below, focusing largely on those areas which derive increased public benefit above and beyond what would otherwise be required through conditions of approval of within the mitigation and monitoring reporting program, should the Board of Supervisors act to approve the MVWPSP. Entering into the Development Agreement does not relieve the Developer of any requirements noted within the Mitigation Monitoring and Reporting Program. A copy of the draft Development Agreement is included in Attachment J.

Term and Term Extensions (Section 1.3.1 and 1.3.3)

Consistent with prior Board direction on other specific plan developments, an initial Development Agreement term of twenty (20) years, with two, five year extensions was proposed. The Term and Extensions are similar to terms approved for both the Placer Vineyards and Bickford Ranch Specific Plan Amendments.

Transit (Section 3.6 and Exhibit E)

Key Elements of the Transit Section of the Development Agreement include:

1. Developer shall construct a bus shelter with two parking stalls and a bike rack within the Project area, at the same time as the initial improvements to the entrance to the Project area located at SR 267.
2. The Developer will pay the County a payment of \$68,000 annually as a regional contribution to Transit operations. This amount was incorrectly noted in the Planning Commission staff report at \$54,200 annually, but was correct in the draft Development Agreement included as Attachment J. These contributions are considered of significant regional public benefit to the Tahoe – Sierra region and are in support of the systems plan update for the Tahoe Truckee Regional Transit in Eastern Placer County approved by the Board of Supervisors on April 19, 2016. The annual payment for transit shall begin 90 days after the execution of the Development Agreement regardless if any development has occurred and continue annually thereafter. Over the life of the project this equates to a regional contribution toward transit operations of \$1,419,700 prior to any CPI adjustments.
3. The Developer will also pay a onetime fee of \$59,700 for upfront operating and capital expenses in support of the updated Tahoe Truckee Regional Transit Systems Plan, payable to the County prior to the recordation of the first Small Lot Final Map or approval of a building permit for any non-residential project that does not require a Small Lot Final Map, whichever occurs first.

Transfer and Reduction in Residential Density and Transfer of Commercial Density (Section 3.10)

A material term of the Development Agreement is the transfer of residential development from the East Parcel to the West Parcel, and a reduction in the number of residential units authorized under the MVCP as adopted in 2003 from 1,360 residential units to 760 residential units (permanent reduction of 600 residential units). A further material term of this agreement is the transfer of 6.6 acres of commercial development from the East Parcel to the West Parcel. This equates to a 44% reduction in density transferred from the East to West.

East Parcel Preservation (Section 3.11)

Another material term of this Development Agreement is the assurance of permanent preservation of the East Parcel as open space. The Developer has initiated the sale of the land to a Conservation Organization. Accordingly, pursuant to the terms in the Development Agreement, the sale of the land to a Conservation Organization shall occur on or before December 31, 2020. If the sale has not occurred by December 31, 2020, then Developer shall record on the East Parcel a conservation easement that permanently prohibits commercial and/or residential development of the East Parcel. Said recordation shall occur within ninety (90) days of January 1, 2021.

The conservation easement shall provide that its terms may be enforced by the County. Developer may request that the County extend the December 31, 2020 to conclude the sale of the East Parcel to the Conservation Organization deadline, upon a showing that the extension will facilitate the sale of the East Parcel to a Conservation Organization and subject to the terms as further outlined in the Development Agreement.

It is important to note that if the sale to a Conservation Organization does not materialize, then a limited conservation easement will be recorded on the East Parcel that permanently prohibits commercial and/or residential development of the East Parcel. The limited conservation easement does not provide for public recreation reservations on the East Parcel.

Parks and Trail (Section 3.12)

Key elements of the Park and Trails section of the Development Agreement include:

1. The Developer shall pay a park and trail fee, upon the issuance of each residential building permit within the Project in the amount of \$1,236 per residential unit adjusted annually on any unpaid fees by the 20 Cities ENR Construction Cost Index. The Park and Trail Fee shall be kept in a trust account (Placer County Park Dedication Fee Area #1 account or other as established by the County).
2. Prior to recordation of the first Final small lot Map, the Developer shall deliver to the County an irrevocable offer of dedication in fee for the parcel that contains the Public Staging Area lot. In conjunction with the improvement plans for the 200th residential unit, Developer shall include full design, environmental review, and permitting for construction of the Public Staging Area. Prior to acceptance of improvements that constructs infrastructure to serve the 200th residential unit, Developer shall complete construction of the Public Staging Area.
3. Developer agrees to a fair share payment of ongoing maintenance and operation funding for public community recreation facilities within the region, both constructed by this Project and constructed by others. Developer will form a new County Service Area Zone of Benefit or annex into the existing County Service Area 28 Zone of Benefit 194 (Zone 194).

Road Maintenance and Snow Removal (Section 3.13)

Developer shall provide for permanent road maintenance and snow removal by (1) creating a Permanent Road Division to fund maintenance and snow removal to be performed by NCSD, or (2) another method approved by the County to provide for permanent road maintenance and snow removal prior to the recordation of first small lot final map. The mechanism to ensure road maintenance and snow removal shall be approved by the County prior to approval of implementation plans for Phase 0. Developer shall bear all the costs associated with the creation of a Permanent Road Division or other approved funding mechanism for maintenance and snow removal.

Employee Housing

Placer County requires that projects in the Sierra Nevada and Lake Tahoe areas to mitigate potential impacts to employee housing by housing 50 percent of the full-time equivalent (FTE) employees needed to serve the project, per Housing Element Policy C-2 (Employee Housing).

Employee housing shall be provided for in one of the following ways:

- Construction of on-site employee housing;
- Construction of off-site employee housing;

- o Dedication of land for needed units; and/or,
- o Payment of an in-lieu fee.

Consistent with the Placer County General Plan, the MVCP also requires provision of a fair share of affordable housing and the provision of employee housing equal to 50 percent of the full-time equivalent employee housing demand generated by a project (Goal 3.A). The Developer provided an employee housing plan that evidenced its projected employee generation rates that was incorporated into the environmental documents (Table 6-5) as noted below.

Table 6-5 MVWPSP Employee Generation

Use	Units	Employee FTE rate	Employees
Low Estimate			
Residential Units (no condos) ¹	760 du	n/a*	2.50
Recreation/HOA Amenities	22 ksf	0.75/1,000 sf	16.50
Commercial	34.5 ksf	1.35/1,000 sf	46.58
Landscaping	n/a ²	n/a ³	1.00
Total FTE Employees		66.58	
High Estimate			
Residential Units (no condos)	590 du	n/a*	2.50
Condominiums	170	0.33/1,000 sf	56.10
Recreation/HOA Amenities	22 ksf	0.75/1,000 sf	16.50
Commercial	34.5 ksf	1.35/1,000 sf	46.58
Landscaping	n/a ²	n/a ³	1.00
Total FTE Employees		122.68	

Notes: FTE = full-time equivalent, ksf = thousand square feet, sf = square feet

1. Number of employees for residential units assumes a single Homeowners Association with 2.5 FTE employees regardless of the number of dwelling units.

2. Landscaping staff projected for residential, commercial, and recreation combined.

3. Project landscaping staff would be approximately 0.68 regardless of the number of units, based on information provided by a landscaping service. This number was rounded up to 1.

The employee housing plan estimated employee generation on a projected low and high end basis, by keeping the non-residential uses the same, but changing the residential unit mix. The residential unit mixes considered in this analysis were either all single family residences being built (low estimate) or a combination of single family and condominiums being built (high estimate). Based upon this housing plan analysis, the development projected that the Project at full build out would generate between 66.58 and 122.68 new full-time equivalent (FTE) employees.

Employee Housing Proposal

The Project is expected to generate between 66.58 and 122.68 new full-time equivalent (FTE) employees. Consistent with Placer County General Plan Housing Policy C-2, the Developer must provide housing for half of the total FTE (between 33.29 and 61.34 employees). The General Plan Housing Policy C-2 allows for the workforce housing obligations to be met by construction of units onsite, construction of units offsite, dedication of land and/or payment of an in-lieu fee.

CDRA staff entered into negotiations with the developer for an in-lieu fee option so long as the fee was sufficient in size to help finance the construction of workforce housing in an appropriate location that would leverage other outside funding sources including tax credits to complete a workforce housing project. This option would shift the ultimate burden for construction of the units to the County, however, with a large enough sum of cash, would allow the County to choose a site better suited for leveraging outside funding sources and mitigating burdens on the County to finance the construction of a project. County staff has experience leading projects such as the Domus affordable housing project in Kings Beach and the Quartz

Ridge affordable housing project in the Auburn-Bowman area, working with affordable housing developers to successfully prepare financing packages to qualify for tax credits.

Staff negotiated with the developer to pay the County a fee of \$2,450,000 in increments as described below:

- a. \$1,837,500 payable to the County prior to the recordation of the first small lot final map; and;
- b. \$612,500 payable to the County prior to the recordation of the small lot final map that creates the 460th lot or unit.

Staff reviewed the Town of Truckee's in-lieu fee as well as other metrics including amounts that would be needed to subsidize rents to an affordable level to arrive at a negotiated fee amount. Staff was supportive of the amount as it was an amount such that 75% would be payable early on in the project, prior to the recordation of the first small to subdivision map, regardless of the amount of units proposed for construction to allow the County to seek other more appropriate opportunities to leverage funds to construct units.

In addition to the above options to satisfy Developer's workforce housing obligation, the Developer agreed to also provide the County with a one-time payment of \$125,000 toward regional employee housing initiatives as determined by the County for the Tahoe-Sierra Region. The Regional Employee Housing Contribution shall be paid in full prior to the approval of the improvement plans for Phase 0. If the County has not received the Regional Employee Housing Contribution within five (5) years from the Effective Date of this Agreement, then the amount due and payable to the County for the Regional Employee Housing Contribution will increase to \$175,000 payable in full prior to the approval of the improvements plans for Phase 0. This Regional Employee Housing Contribution will support critical regional efforts to support the enhanced supply of workforce housing and is above and beyond requirements to meet workforce housing contributions described above.

Staff received a letter from Developer's Counsel dated June 6, 2016. In that letter the Developer indicates that "The [Planning Commission] staff report (pages 41-44) provides a fair and accurate summary of the discussions that have occurred between staff and the applicant concerning this issue." Exhibit D in the proposed Development Agreement provides two options for the Developer to comply with the Employee Housing requirements: (1) Construct units onsite or (2) pay a fee as more fully described above. The Developer indicated in this letter that they would comply with the employee housing obligations by paying the fee (Option 2). The Developer would not pursue Option 1, construct units onsite. In the letter, it is cited that the "project is not the appropriate location for workforce housing." In addition, the Developer noted that the Town of Truckee Council Resolution No. 2016-10 sets forth an in-lieu fee program, increasing its fee to \$79,680 per unit. The Developer indicated they are paying a substantial premium over the in-lieu fees paid elsewhere in the region.

The Project is expected to generate between 66.58 and 122.68 new full-time equivalent (FTE) employees. Consistent with Placer County General Plan Housing Policy C-2, the Developer must provide housing for half of the total FTE (between 33.29 and 61.34 employees). 21 units is projected to fully satisfy the workforce housing obligation of 61.34 full-time equivalent employees, assuming a blended average of 2-bedroom units. The proposed in-lieu fee of \$2,450,000 for a maximum 21 unit obligation equates to a fee of \$116,667 per works force housing unit.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The Martis Valley West Parcel Environmental Impact Report (EIR) was prepared pursuant to CEQA and the County's Environmental Review Ordinance. An Initial Study and a Notice of Preparation (SCH No. 2014032087) for an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) was originally issued by Placer County and the Tahoe Regional Planning Agency (TRPA) on March 28, 2014. Following changes to the proposed MVWPSP project, which eliminated the development of the Area Plan and ultimately reduced the total project area and excluded lands in the Tahoe Basin, a revised NOP and Initial Study were released on February 27, 2015 notifying the agencies and the public that only an EIR would be prepared by Placer County for the revised project. Subsequently, the Draft EIR was released on October 22, 2015 for a total review period of 60 days, ending on December 22, 2015. During this period, the Planning Commission conducted a public hearing on the Draft EIR (November 19, 2015) where comments were

received from members of the public and interested agencies. All comments received were responded to in the MVWPSP FEIR which was released by the County for public review on May 3, 2016. Subsequently, there were minor revisions made to the Draft and Final EIR as shown in the Errata (Attachment G) which are primarily clean-up items, clarification, or additions that do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, these minor revisions did not trigger the need to recirculate the EIR for further review and comment as provided for under CEQA Guidelines Section 15088.5.

Environmental Impact Report Summary

Provided below is a summary analysis of pertinent environmental topics addressed in the MVWPSP EIR. The MVWPSP EIR found that project impacts to the following environmental resource area would be less than significant without mitigation:

- Land Use and Forest Resources (Chapter 5)
- Population, Employment, and Housing (Chapter 6)

The MVWPSP EIR also identified potentially significant project impacts to the environmental resource areas noted below. These project impacts would be less than significant with implementation of mitigation measures identified in the MVWPSP EIR. A summary of the impacts and mitigation measures can be found in *Chapter 2, Executive Summary*, of the DEIR.

- Biological Resources (Chapter 7)
- Cultural Resources (Chapter 8)
- Transportation and Circulation (Chapter 10)
- Air Quality (Chapter 11)
- Noise (Chapter 13)
- Geology and Soils (Chapter 14)
- Hydrology and Water Quality (Chapter 15)
- Utilities (Chapter 16)
- Public Services and Recreation (Chapter 17)
- Hazards and Hazardous Materials (Chapter 18)

In addition, the MVWPSP EIR identified environmental issue areas, where one or more impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts or the project's contribution to cumulative impacts to a less-than-significant level.

- Visual Resources (Chapter 9) – Cumulative Impact 9-9: Cumulative effects on light and glare
- Transportation and Circulation (Chapter 10)
 - Impact 10-1: Impacts to intersection operations
 - Impact 10-2: Impacts to roadway segments
 - Cumulative Impact 10-8: Cumulative impacts to intersection operations
 - Cumulative Impact 10-9: Cumulative impacts to roadway segments
- Greenhouse Gas Emissions and Climate Change (Chapter 12) – Impact 12-2: Operational greenhouse gas emissions

Significant and Unavoidable Impacts

The MVWPSP project's significant environmental impacts that cannot be mitigated to a less-than-significant level are summarized below:

Cumulative Impact 9-9: Cumulative effects on light and glare. (Chapter 9, Visual Resources, MVWPSP DEIR)
Future projects including the Brockway Campground Project (a 550-unit campground) could result in new sources of light and glare from outdoor lighting, campfires, and vehicle headlights that might be visible from nearby recreation areas or Lake Tahoe. As shown in Impact 9-4 of the DEIR, light sources and glare from the project area would not be visible from the Lake Tahoe Basin, or nearby recreation areas such as the Fibreboard Freeway. While future projects could result in new sources of light and glare visible from nearby recreational areas or the Lake Tahoe Basin, the MVWPSP would not substantially contribute to these effects. Therefore, the MVWPSP would not result in a considerable contribution to cumulative impacts from light and glare visible from nearby recreation areas or the Lake Tahoe Basin.

Past and present projects in the Martis Valley have created substantial sources of light that have adversely affected nighttime views in Martis Valley. These sources of light would likely increase as a result of future projects including buildout of the Martis Camp neighborhood, implementation of the Northstar Mountain Master Plan, construction of the Northstar Highlands Phase II development, and other residential development within the Martis Valley. Light from the project would be less prominent than existing light sources and would not, by itself, result in a significant impact. However, while it is unlikely that all buildings would be simultaneously illuminated, the project would result in new light sources throughout approximately 662 acres that have no existing light sources. These new light sources from buildout of the MVWPSP would be clearly visible from Martis Valley and would introduce new light source in a portion of the view that is not already affected by light, which would contribute to the existing adverse effects on nighttime views. Thus, the MVWPSP would result in a considerable contribution to a cumulatively significant impact on nighttime views.

The MVWPSP includes Development Standards that would require lighting practices and systems that would minimize light pollution, glare, and light trespass, and that conserve energy while maintaining nighttime safety, utility, security and productivity. Specifically, the Development Standards include provisions to limit daytime glare by prohibiting reflective materials, requiring roof overhangs to shade large areas of glass, and requiring building orientation and landscaping to screen views of development from surrounding areas. However, even with the implementation of these development standards to minimize light sources, this cumulative impact would remain significant and unavoidable.

Impact 10-1: Impacts to intersection operations. (Chapter 10, Transportation and Circulation, MVWPSP DEIR)

The proposed project would worsen already unacceptable operations (i.e., already beyond the acceptable threshold) at the SR267/I-80 WB Ramps, SR267/Schaffer Mill Road/Truckee Airport Road and SR267/Highlands View Road intersections during the winter peak hour. The DEIR identifies Mitigation Measures 10-1a through 10-1c which otherwise requires the project to optimize signal timing at SR267/I-80 WB ramps intersection, optimize signal timing at SR267/Schaffer Mill Road/Truckee Airport Road Intersection, and provide signage on Highlands View Road for motorists to access SR267 NB via Ridgeline Drive and Northstar Drive, respectively. Mitigation Measures 10-1a, 10-1b and 10-1c would reduce the impact to a less than significant level however implementation of the same is in Caltrans' control. As the County cannot guarantee implementation of these mitigation measures, the County must conclude this impact is significant and unavoidable.

Impact 10-2: Impacts to roadway segments. (Chapter 10, Transportation and Circulation, MVWPSP DEIR)

The proposed project would worsen traffic congestion on the five SR267 segments between the Town of Truckee/Placer County line and SR28, resulting in a segment either degrading from acceptable LOS D to unacceptable LOS E, or exacerbating conditions on a segment operating at an unacceptable LOS E by an increase in V/C ration of 0.05 or more, for both the summer and winter peak hours. To reduce this significant impact Mitigation Measure 10-2 is required of the project to pay impact fees to Placer County for future roadway improvements to State Route 267. The current total combined estimated fee for the entire project is \$3,685,511.42 (\$4,846 per single-family residential unit). While the County has included measures within its Capital Improvement Plan (CIP) that would improve conditions on SR267 and the project would pay fees toward the funding the CIP, the improvements would not likely be fully constructed before the project and it would not be feasible for the project to provide for the required improvements on their own and be under Caltrans jurisdiction. Further, no mitigation was identified for the segment of SR267 from Brockway Summit to

SR28 therefore; this significant impact cannot be reduced to a less than significant level and is significant and unavoidable.

Cumulative Impact 10-8: Cumulative impacts to intersection operations. (Chapter 10, Transportation and Circulation, MVWPSP DEIR)

The proposed project would worsen operations to unacceptable levels or exacerbate already unacceptable operations at the intersections of SR 267/I-80 WB Ramps, SR267/I-80 EB Ramps, SR267/Brockway Road/Soaring Way, SR267/Schaffer Mill Road/Truckee Airport Road, SR267/Highlands View Road and SR267/Project Access Roadway which would result in a considerable contribution to the cumulative impact. To reduce this cumulative impact, cumulative Mitigation Measures 10-8a through 10-8f would require the project to pay Placer County traffic impact fees for future roadway improvements, including the SR267/I-80 WB Ramps intersection, the SR267/I-80 EB Ramps intersection, the SR267/Brockway Road/Soaring Way intersection, the SR267/Schaffer Mill Road/Truckee Airport Road intersection and/ the SR267/Project Access Road intersection and provide for signage on Highlands View Road and pay traffic impact fees for future roadway improvements to SR267.

While the identified mitigation would reduce the impact to a less than significant level at five of the intersections, the impact was found to be significant and unavoidable because Placer County cannot require Caltrans to implement the Mitigation Measures. Furthermore, mitigation is not feasible at the SR267/Project Access Road intersection.

Cumulative Impact 10-9: Cumulative impacts to roadway segments. (Chapter 10, Transportation and Circulation, MVWPSP DEIR)

The proposed project would exacerbate already unacceptable operations on State Route 267. Although widening of SR267 from two to four lanes from Brockway Road to the Town of Truckee/Placer County line is included in the Town of Truckee TIF Program, and from the County line to Brockway Summit in the Placer County CIP, SR267 was assumed to remain two lanes under cumulative conditions. As a two-lane highway, SR267 would operate at unacceptable levels of service on five of the seven study segments during the summer peak hour without the proposed project, and all seven segments would operate at unacceptable levels of service during the winter peak hour without the proposed project.

For the two SR267 segments located in the Town of Truckee, the project would result in a significant impact on the segment from Brockway Road to the Town of Truckee/Placer County line during the winter peak, as the project would increase the V/C ration by 0.05 (an increase by 0.05 or more is considered significant).

For the five SR267 roadway segments located in Placer County, the project would result in a significant impact at all five segments during both the summer and winter peak hours, in all cases because it would result in an increase V/C ratio of 0.05 or greater than segments projected to operate unacceptably without the project.

While the widening of SR267 to four lanes, from Brockway Road to Brockway Summit, would result in a LOS D or better during summer and winter conditions, the impact was found to be significant and unavoidable because Placer County cannot require Caltrans to approve construction or widen SR267. In addition, the Placer County CIP does not include the widening of SR267 from Brockway Summit to SR 28; therefore, there would be no feasible mitigation for the significant impact of the project on the roadway segment from the Project Access Road to SR 28 resulting in a significant and unavoidable impact.

Greenhouse Gases and Climate Change – Through 2020 Regulatory Period (Chapter 12 – Greenhouse Gas Emission and Climate Change)

Chapter 12, Greenhouse Gases (GHG) and Climate Change, identifies the project's potential contribution to global climate change consistent with the California Air Resources Board 2020 Scoping Plan developed to implement the requirements of AB 32, also known as the California Global warming Solutions Act of 2006, which requires reduction of statewide GHG production to 1990 levels by 2020.

The analysis relies upon a two-tier approach recommended by the Placer County Air Pollution Control District (PCAPD). The Tier I analysis consists of determining the gross operational emissions of a project. Under a

Tier II analysis, a project that is able to demonstrate a 21.7 percent or greater reduction from a “no action taken” (NAT) scenario, which assumes that a project would be built and operated in compliance with regulations in effect at the time when a project is initiated (project baseline), would not result in a significant impact to production of Greenhouse Gases and Climate Change.

The project, while it would exceed the Tier I mass emissions threshold of 1,100 MT CO₂e/year, if built out and operated prior to 2020, would reduce greenhouse gases by 24.7 percent when compared to the NAT scenario. Therefore, the project would be consistent with AB 32, which regulates GHG production through 2020, and the project’s contribution to production of greenhouse gases and climate change would be less than significant.

Greenhouse Gasses and Climate Change – Post 2020 Regulatory Period (Chapter 12 – Greenhouse Gas Emission and Climate Change)

Operational GHG emissions of the project would be substantial and may be less efficient than needed to achieve GHG reduction targets that could be in place after 2020, when the project is completed. Therefore, operation of the Specific Plan has the potential to result in a substantial contribution to GHG emissions. This impact would be potentially significant.

The California Air Resources Board (CARB) is working toward recommending additional GHG reduction goals that extend beyond 2020. New legislation is proposed to establish post-2020 goals, but no action on the legislation has been taken as of the date of this report. While project design and Specific Plan policy implementation contribute to reducing potential GHG emissions from the project, achievement of unknown future GHG efficiency standards is largely dependent on regulatory controls applied to all sectors of the California economy.

Thus, the ability of this project – and all land use development – to achieve any goals beyond 2020 is partially out of the control of the project because a specific goal has not been established. Implementation of Mitigation Measure 12-2, which would require the following actions for all MVWPSP subdivision maps submitted for approval after December 31, 2020: a) in consultation with the PCAPD and Placer County, the applicant shall demonstrate, based on currently adopted regulations and industry-accepted GHG calculation methods, whether operation of the project would be consistent with GHG targets adopted by the State (“Adopted” meaning that a specific GHG reduction target, such as that currently specified in the Global Warming Solutions Act of 2006 [achieve 1990 levels by 2020], is required by state legislative action, state administrative action, by legislative action of Placer County, or an applicable qualified Climate Action Plan or similar GHG reduction plan approved by Placer County. “Within GHG targets” means that the project, using methods such as a comparison between No Action Taken and the project as proposed scenarios, would achieve or exceed the target.); b) if the project achieves or exceeds the reduction target, no further actions shall be required; c) if the project does not meet the target, than all feasible measures shall be incorporated into the project to reduce GHG emissions to the target level.

To reduce this potentially significant impact the project would implement Mitigation Measure 12-2 to require implementation of an ongoing operational greenhouse gas review and reduction program, which would require that any projects processed by the County after 2020 will be required to reduce GHG emissions, as feasible, such that the project operates within the targets established at the time the project is submitted for approval. Because it is not known whether the proposed project would achieve threshold targets identified for the years after 2020, because such targets do not yet exist, it would be speculative to determine that GHG impacts, if they were to occur, would be feasibly mitigated beyond 2020. For this reason, and because the project would emit a substantial level of GHG emissions, this impact is significant and unavoidable.

Impact 12-2: Operational greenhouse gas emissions. (Chapter 12 – Greenhouse Gas Emission and Climate Change)

Annual GHG emissions from project operation would exceed the Tier I mass-emission threshold but would not exceed the GHG efficiency-based Tier II threshold recommended by PCAPCD for 2020. Nevertheless, GHG emissions would be substantial and the project may be less efficient than necessary to achieve GHG reduction targets that could be in Placer after 2020, when the MVWPSP is built out. Therefore, operation of the project has the potential to result in a substantial contribution to GHG emissions. However even with the

incorporation of Mitigation Measure 12-2, which requires the project to implement ongoing operational greenhouse gas review and reduction program, this mitigation will not reduce the potentially significant impact to a less than significant impact hence resulting in a significantly unavoidable impact.

Cumulative Impact 12-4: Cumulative greenhouse gas emissions. (Chapter 12 – Greenhouse Gas Emission and Climate Change)

The discussions of GHG emissions generated by construction and operation of the MVWPSP under Impacts 12-1 and 12-2 are by definition cumulative. GHG emissions from one project cannot, on its own, result in changes in climatic conditions therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The analyses above conclude that the level of GHG emissions generated by the project would not conflict with the ARB Climate Change Scoping Plan (ARB 2011) and First Scoping Plan Update (ARB 2014b), which contain the strategies California will implement to achieve the GHG reduction goals mandated by AB 32. However, MVWPSP buildout would not occur until after 2020, the horizon year for AB 32, and additional and stricter GHG target levels may be adopted. Important factors are not currently known, such as the GHG emissions target that might be in effect at the time that projects are submitted after 2020; the effectiveness of regulatory actions already adopted as part of the implementation of AB 32; and the potential for new regulations and their effectiveness. Therefore, it would be speculative to determine that, if GHG impacts were to occur, that they would be feasibly mitigated to any future adopted GHG targets projected beyond 2020. For this reason, and because the MVWPSP would generate substantial GHG emissions, the project contribution to cumulative GHG emissions would be considerable and significantly unavoidable.

EIR Alternatives

Consistent with CEQA, the Draft EIR document considered a range of alternatives. The range of alternatives selected was guided primarily by the need to reduce or eliminate project impacts, and still achieve project objectives. Alternatives are intended to assist decision-makers in the assessment of appropriate uses of the project site by analyzing the potential environmental impacts that would result from alternative designs or intensity of development of the project site. This section presents a summary of the alternatives considered for the proposed project and their ability to achieve or partially achieve the fundamental project objectives. In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, unique project considerations, and the feasibility of proposed alternatives. The alternatives evaluated for this project include the following, which are described below:

- *Alternative 1*: No Project – No Development Alternative, which assumes no new development occurs on either the West Parcel or the East Parcel;
- *Alternative 2*: No Project – Martis Valley Community Plan Alternative, which assumes development in accordance with existing land use designations and zoning under the existing MVCP. This would include up to 1,360 residential units and up to 6.6 acres of commercial on the East Parcel; timber harvest in compliance with Timber Harvest Permits; and cessation of unauthorized recreational uses (because of liability issues);
- *Alternative 3*: Reduced Density Alternative, which would reflect the same MVWPSP as proposed, but would reduce the number of residential units on the West Parcel by 45 percent (a reduction of 342 units);
- *Alternative 4*: Reduced Footprint, Hotel Alternative, which assumes development of 500 residential units, a 100-room hotel, a recreational parking lot with 150 spaces, and commercial development and trails consistent with the proposed project on the West Parcel;
- *Alternative 5*: East Parcel Reduced Density Alternative, would reflect the same features as Alternative 2, the No Project – MVCP Alternative, but would reduce the number of units from 1,360 to 418 (similar to the unit count evaluated in Alternative 3, Reduced Density Alternative on the West Parcel) and would reduce the developable area from 670 acres to 200 acres.

Environmentally Superior Alternative

CCR Section 15126.6 suggests that an EIR should identify the “environmentally superior” alternative. To determine the environmentally superior alternative, all alternatives were evaluated with respect to their ability to avoid or substantially lessen the significant environmental effects of the proposed project. In summary, of the development alternatives, Alternative 3, the Reduced Density Alternative, would continue to be the environmentally superior alternative. This alternative would meet the project objectives and would reduce the severity of impacts to forest resources; population, employee, and housing; biological resources; cultural resources; visual resources; transportation (reduced vehicle trips); air quality; GHG emissions; noise; geology and soils; hydrology and water quality; utilities; public services and recreation; and hazards and hazardous materials. However, it would not avoid the significant and unavoidable impacts identified for the proposed MVWPSP.

NORTH TAHOE REGIONAL ADVISORY COUNCIL

The project site is within the North Tahoe Regional Advisory Council (NTRAC) boundary. At the May 12, 2016 North Tahoe Regional Advisory Council the MVWPSP project was presented to the NTRAC as an action item in order to solicit a recommendation on the project to forward to the Placer County Planning Commission. Public comment was received on the project by ten (10) individuals. While it was noted that the NTRAC were in favor of the conservation of the East Parcel, the reduction in the number of units proposed, and the land dedication towards workforce housing, the NTRAC discussed its concerns of the development of the West Parcel as it related to traffic and Caltrans jurisdiction over the improvements on State Highway 267, added impacts to the region during the event of an emergency, and the lack of information of the relationship to the proposed Brockway Campground. Additionally, the NTRAC expressed concerns about the amount of time allocated for the review of the Final EIR as it related to its meeting and their requested recommendation. Ultimately, the NTRAC recommended that the Planning Commission postpone their action on the MVWPSP for 30 days to allow for ample time to review the Final EIR. Further, it was noted in their motion to inform the Planning Commission that they had significant concerns with the project whether development is on the East or West side of Highway 267, as noted during their meeting.

PLANNING COMMISSION HEARINGS

June 9, 2016 Planning Commission

The Planning Commission initially considered the Martis Valley West Parcel Specific Plan project at its June 9, 2016 meeting. At this hearing, Staff provided a comprehensive overview of the proposed MVWPSP project, including a detailed discussion of the MVWPSP EIR, and the basis for staff’s recommendation to the Planning Commission for approval of the project. Staff’s recommendation for approval of the project was supported by the environmental analysis contained in the MVWPSP FEIR and Errata prepared in accordance with the California Environmental Quality Act. Staff found that the project’s environmental and economic benefits outweighed the three significant unavoidable impacts of traffic, visual and greenhouse gases associated with the project, as supported by the CEQA Findings of Fact and Statement of Overriding Considerations attached to this Memorandum (Attachment I). Overall, Staff found the proposed MVWPSP project to be consistent with the overall land use and policy framework of the Martis Valley Community Plan (MVCP) and Placer County General Plan. The MVWPSP objectives, policies, definition of allowable uses, Development Standards, and Design Guidelines are consistent with the pertinent provisions of both the MVCP and Placer County General Plan. Furthermore, it was Staff’s determination that the MVWPSP project would provide benefits above that envisioned in the MVCP including, but not limited to, the following:

- Reduction of development potential in the Martis Valley Community Plan area.
 - 600 residential units to be permanently retired
- Conservation of the entire 6,376 acre East Parcel:
 - Connection of 50,000 acres of contiguous open space from Martis Valley through the Mount Rose Wilderness Area
 - Substantial biological value of the large landscape conservation
 - Potential of public access and recreational opportunities
- Creation of additional trails and recreational opportunities on the West Parcel
- Payment of a park and trail fee, of \$1,236 per residential unit

- Construction of a Public Staging Area lot in conjunction with the Fibreboard Freeway access to existing trails
- Ongoing contribution of maintenance and funding for public community recreational facilities
- Regional contribution to transit annually in the amount of \$68,000, equally to approximately \$1,419,700 (prior to CPI adjustments) over the life of the project
- One-time fee payment of \$59,700 for upfront operating and capital expenses for transit
- Construction of a transit shelter at the entrance of the project site
- Employee Housing: either the option to construct 21 units on-site (assumed blended average of 2-bedroom units) or pay an in-lieu fee of \$2,450,000
- Employee Housing Contribution, including a one-time payment of \$125,000 toward regional employee housing initiatives

After listening to Staff's presentation and hearing from the applicant, the Planning Commission opened public comment where approximately forty-five (45) members of the public provided testimony on the proposed MVWPSP Project. In summary, the members of the public had concerns regarding the following summarized topics:

- Evacuation concerns, public safety
- Traffic, including concerns regarding gridlock as it relates to a fire/evacuation situation, vehicle miles traveled (VMTs), construction traffic, TRPA's thresholds, location of the project's entrance to exacerbate the safety issues
- Alternative transportation, needs to be considered, i.e. public transit/shuttles
- Water quality relative to protecting Lake Tahoe, concerns with nitrates
- Impacts to existing aquifers
- Cumulative impacts relative to all the proposed projects within the region
- No significant off-sets to take credit of the East Parcel Conservation, being paid for the land
- Workforce Housing – 50 percent is not sufficient
- Need inclusive not exclusive participation
- Visual Impacts, Ridgeline Visual Impacts
- Noise Impacts, associated with the Airport
- Inadequate environmental review / document
- Concerns with the Brockway Campground project and its relationship with the proposed project
- Support for the conservation of the East Parcel
- Support for the reduction of residential units
- Support of the on-site employee housing
- Impacts to the Tahoe Rim Trail and the trail experience
- Piecemealing of projects, specific to the Brockway Campground
- Significant Unavoidable Impacts
- Zero confidence that the developer will comply with the Conditions of Approval
- Loss of night/dark sky
- Wildland Urban Interface – inadequate information provided
- TPZ withdrawal
- Biological Resources and not adequate mitigation incorporated
- Consider net effect on housing and request to not retire the 600 residential units

During Planning Commission deliberation, the Commissioners stated concerns relative to safety, Caltrans future planning efforts and impacts to State Highway 267, fire evacuation and State Highway 267, and the

environmental effects on Lake Tahoe specific to nitrogen, evasive species and traffic. As a result, the Planning Commission continued the public hearing on the MVWPSP project to a date and time uncertain for staff to return with additional information and clarification relative to the following items:

- Fire Evacuation and Fire Safety, Forest Health and Incident Management
- State Route 267 – Traffic Operations and Long Range Plan for SR267
- Clarifications on the effects on Lake Tahoe, specific to nitrogen, evasive species, and traffic

The additional requested information is further discussed below.

July 7, 2016 Planning Commission

The project returned to the Planning Commission on July 7, 2016 and County staff, in coordination with outside agencies and professional staff, responded to the concerns of the Planning Commission brought up at the prior hearing held in June.

Fire Evacuation and Fire Safety, Forest Health and Incident Management

At its June 9, 2016 Planning Commission hearing, the Commission expressed concerns relative to fire safety, forest health and incident management. Specifically, the Commission requested that Staff provide additional information pertaining to these topics together with the relationship of State Route 267. They specifically asked personnel from Caltrans, United States Forest Service (USFS) local Fire Districts, CALFIRE, and Placer County Operational Emergency Services attend the next Commission hearing to discuss how they would proceed and manage an emergency event such as a wildfire.

County staff, including a representative with the Placer County Sheriff's, and personnel from the California Highway Patrol and USFS provided information of what would happen and how their agencies would react during an emergency event. Topics discussed included, but were not limited to, communications, timing and enacting an evacuation, forming incident command with the other allied agencies and possibly open up an emergency operation center, considering the behavior of the emergency, collaborating with all emergency personnel involved, and determining trigger points as to when to enact certain evacuations and notifications. There was also a discussion about the overall development within the region and the impacts to the law enforcement resources, i.e. staffing, limited infrastructure, limited road capacities, etc. impacts to forest health and tree mortality related to drought and increases in bug populations, fuel reduction and forest health projects, etc. In summary, the Planning Commission expressed concern that the EIR did not provide for mitigation adequate enough to address safety concerns during the event of an emergency, such as a fire evacuation.

State Route 267 – Traffic Operations and Long Range Plan for SR267

In addition to concerns regarding the evacuation on SR267, the Planning Commission asked for clarification about Caltrans operations and long range plans for SR267. County staff met with Caltrans on June 23, 2016 and reported back to the Commission regarding discussions the two agencies had in regards to the MVWPSP project, Caltrans operational plan and future improvements for SR267. Caltrans informed the County that the concept Level of Service (LOS) for State Route (SR) 267, at the time of the Martis Valley Community Plan approval, was LOS E. This level of service was implemented as the MVCP standard to be consistent with the Transportation Corridor Concept Reports (TCCR). Improvements identified to meet the LOS E standard included 4-lane widening of SR267 from the County line to south of Northstar Drive, and extending the southbound truck climbing lane at Brockway Summit. In April 2012, the TCCR was updated and the concept LOS was modified to LOS D. With this update, the TCCR identifies the need for additional widening of SR 267 between Northstar Drive and Brockway Summit. Per Caltrans, the TCCR for SR 267 will begin being updated again this year and has an anticipated approval in June 2017. Placer County and the Town of Truckee will work collaboratively with Caltrans through the update process; the public will also have a chance to provide input through Caltrans' outreach activities. The Planning Commissioners expressed concerns relative to the amount of traffic during the event of an emergency evacuation and their inability to support the Findings of Fact and Statement of Overriding Considerations for the MVWPSP project with regards to the significant unavoidable impact associated with traffic and traffic conditions.

Clarifications on the Effects on Lake Tahoe, Specific to Nitrogen, Evasive Species, and Traffic

The Planning Commission was provided additional information and clarification from Staff and the EIR Consultant regarding general concerns raised about the potential effects of the MVWPSP project on the Tahoe Basin and Lake Tahoe. The EIR analyzes and discloses potential impacts in varying geographic contexts, as appropriate for each technical issue, including impacts to the Tahoe Basin and Lake Tahoe. To the degree that project impacts affect the Tahoe Basin specifically (e.g., traffic generation), or as part of the greater region (e.g., air quality, GHGs) those impacts are assessed and disclosed. As explained in Section 4.1 of the Draft EIR, each resource chapter describes the environmental setting applicable to that resource, and the geographic extent of the environmental setting area differs among resources. The geographic scope of impacts related to biological resources, traffic, visual resources, night lighting, air emissions, GHGs, population/employment/housing, wildfire hazards, emergency evacuation, recreation, and associated cumulative impacts addresses the broader Truckee-Tahoe region as discussed in each of those resource chapters of the Draft EIR.

In-Basin Vehicle Miles Traveled (VMT)

One of TRPA's air quality environmental thresholds pertains to VMT. Historically, TRPA posited that more VMT would result in increased traffic congestion, increased nitrate loading into the atmosphere (and subsequent deposition into Lake Tahoe), and an increase in the airborne concentration of particulate matter known to adversely affect regional and sub-regional visibility and human health (TRPA 1982). TRPA has adopted a threshold standard that requires TRPA to reduce VMT in the Basin by 10 percent of the 1981 base year values, equivalent to 2,067,600 VMT, as indicated by a peak travel day, generally represented by a summer weekend (TRPA 2012). Although the project site is not within the Tahoe Basin and not subject to the environmental standards of the TRPA, the project boundary abuts the Basin boundary, and project-generated trips would contribute to in-Basin VMT.

Lake Tahoe Total Maximum Daily Load (TMDL)

Lake Tahoe Total Maximum Daily Load (TMDL) sediment deposition to Lake Tahoe is addressed through the Lake Tahoe Total Maximum Daily Load (Lake Tahoe TMDL), a science-based plan to better understand the causes of the loss in lake clarity, determine how much pollution needs to be reduced to reinstate historic clarity, and develop a workable, cost-effective implementation strategy. Now in the implementation and tracking phase, controls are being implemented to reduce pollutant loading to Lake Tahoe and the Lahontan Regional Water Quality Control Board (Lahontan) and Nevada Department of Environmental Protection (NDEP) are working closely with project implementers to track progress, report accomplishments, measure effectiveness and adaptively manage implementation efforts.

While the Commission understood that the additional traffic generated by the project was not going to increase the TMDL above the level that is required, but rather that the additional traffic generated from the project would be a contributing factor.

Planning Commission Action

After hearing from County Staff, the EIR Consultant, emergency service providers, the applicant, and considering public testimony from 32 individuals, the Planning Commission took action to recommend to the Board of Supervisors denial of the certification of the Martis Valley West Specific Plan Environmental Impact Report and the Martis Valley West Parcel Specific Plan voting 5 to 2. As described throughout this Memorandum, the Planning Commission's recommendations were based, in part, on the Commission's conclusions that there was insufficient evidence in the record to support the Findings of Fact and Statement of Overriding Considerations for the MVWPSP project. Specifically, the Planning Commission concluded the significant and unavoidable impacts were not outweighed by the stated benefits of the proposed project. Of particular concern to the Commission are the existing traffic impacts on Hwy. 267, which the Commission found would be exacerbated by the addition of the trips generated by the proposed MVWPSP project. The Commission was also concerned with the ability to safely evacuate the future residents of the proposed MVWPSP project together with the residents in the area in the event of a catastrophic emergency such as a wildfire.

The Planning Commission, however, did take action to recommend to the Board of Supervisors approval (7-0 vote) of the text amendment to the Martis Valley Community Plan to require future development projects

governed by the Martis Valley Community Plan be required to provide an emergency preparedness evacuation plan for their project. As previously stated, this action would implement Senate Bill 1241, the Martis Valley Community Plan Goals and Policies will be modified under Section VI: Public Facilities and Services to ensure that the MVWPSP and all future development projects under the jurisdiction of the Martis Valley Community Plan will comply with the provision of Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) by preparing and implementing an emergency preparedness and evacuation plan for each individual project and also demonstrating consistency with the 2015 Update to the Placer Operational Area Eastside Emergency Evacuation Plan. To move forward with this recommendation, CEQA review would have to first be completed if the MVWPSP EIR is not certified.

FISCAL ANALYSIS

General Plan Policy 4.B.3 states the “The County shall require, to the extent legally possible, that new development pay the cost of providing public services that are needed to serve the new development; exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities, etc.) and when alternative sources of funding can be identified to offset foregone revenues. In addition, General Plan Policy 4.B.6 indicates that the County shall require the preparation of a fiscal impact analysis for all major land development projects. A major project is defined as a project with 100 or more dwelling units and 10 acre or more of non-residential land uses (exclusive of open space / greenbelt).

Given that the proposed specific plan contemplates 760 residential units, a fiscal impact analysis was prepared by Goodwin Consulting Group on behalf of the County to delineate the annual service costs for both Countywide services (such as Health and Human Services) and project-specific urban services (such as for the Sheriff). Goodwin utilized assumptions consistent with previous fiscal reports compiled for West Placer Specific Plan updates to determine the Countywide service costs. Real estate values of each product type analyzed in the fiscal report were based upon information provided by the developer and represented a conservative approach given the increased values of home prices in today’s market. The fiscal analysis was based upon the FY 14-15 budget for countywide cost factors.

The analysis focused on impacts to the General Fund, Public Safety Operations Fund, Library Fund, and Public Ways and Facilities Fund. Projected property taxes revenues and Proposition 172 Sales tax revenues at full build out were estimated and analyzed against projections for countywide service costs and public safety costs such as increased costs to the jail system and patrol services. At full build out, the proposed development was deemed fiscally positive in all service funds noted.

The proposed development would be responsible for establishment of a Transit County Service Area Zone of Benefit to cover the cost of increased transit service demands due to the project. This is in addition, to the regional transit support obligations required pursuant to Exhibit E to the proposed Development Agreement. In addition, the Developer will be required to form a new County Service Area Zone of Benefit or annex into the existing County Service Area 28 Zone of Benefit 194 (Zone 194) to fund Developer’s fair share of ongoing maintenance and operation funding for public community recreation facilities within the region, both constructed by this Project and constructed by others.

Developer shall also provide for permanent road maintenance and snow removal by (1) creating a Permanent Road Division to fund maintenance and snow removal to be performed by NCSO, or (2) another method approved by the County to provide for permanent road maintenance and snow removal prior to the recordation of first small lot final map. Lastly, the Developer shall provide a fair share payment of ongoing maintenance and operation funding for public community recreation facilities within the region, both constructed by this Project and constructed by others.

Placer County does not provide project specific fire protection services in the Specific Plan Area. The Specific Plan contemplates the annexation of the Specific Plan area into Northstar Community Services District (NCSO) territory. Mitigation Measure 17-3 requires the Developer to implement a funding plan that would sufficiently supplement tax revenue from the specific plan to add fire protection staff. NCSO prepared a report with Citygate Associates to determine the appropriate staffing levels which was later

memorialized in mitigation measure 17-3. Mitigation Measure 18-4 states that if a mitigation plan is not development then a small Assessment District would be necessary to achieve the same objective.

Staff has been meeting in good faith with NCSD to determine if a framework for the sharing of property tax revenues exists or if the development of an Assessment District is the ideal means in which fire service costs may be covered. Current policy framework for the division of property taxes with special districts is dictated by Placer County Resolution 80-142 which states that for all proposed annexations in which there is no exchange of services there will be no exchange of property tax revenues. Staff memorialized in the proposed Development Agreement, Section 4.4 that the County and NCSD will have to reach agreement regarding an appropriate division of property tax revenue in order to achieve revenue neutrality. The County agrees to negotiate in good faith with NCSD, but does not guarantee an agreement will be reached to share property tax revenues.

RECOMMENDATION

Pursuant to Government Code sections 65354 and 65453 and Placer County Code Chapter 17, Article 17.58, Section 17.58.200(E)(1) and Article 17.60, Section 17.60.090(D), the Planning Commission is required to make a written recommendation on proposed amendments to the County's General Plan or Community Plan and the adoption of a proposed specific plan. Pursuant to state law and County Code, Planning Staff is required to bring to the Board the Planning Commission's recommendations for the Board's consideration.

Due to the complexity of the actions and the options available to the Board in its consideration of the Planning Commission's recommendations pursuant to Government Code section 65356 (See also Attachment A), staff requests the Board take **tentative action only on each item below, direct staff to prepare findings consistent with the Board's tentative action and continue this entire matter to a future date and time for final action by the Board.**

A. Staff brings forward the recommendation of DENIAL of the Planning Commission on the following Martis Valley West Parcel Specific Plan FEIR and project requests:

- 1) Deny certification of the Martis Valley West Parcel Specific Plan ("MVWPSP") Final Environmental Impact Report ("FEIR") (SCH# 2014032087) and Errata.
- 2) Deny adoption of a Resolution to approve the Martis Valley West Parcel Specific Plan (MVWPSP).
- 3) Deny adoption of an Ordinance approve the MVWPSP Development Standards.
- 4) Deny adoption of a Resolution to approve the MVWPSP Design Guidelines.
- 5) Deny adoption of a Resolution to amend the Martis Valley Community Plan (MVCP) Land Use Diagram to incorporate the MVWPSP land use designation.
- 6) Deny adoption of an Ordinance for a tentative immediate rezone of 662± acres of the "west Parcel" of the MVWPSP from TPZ (Timber Production Zone) to SPL-MVWPSP (Specific Plan – Martis Valley West Parcel Specific Plan).
- 7) Deny adoption of an Ordinance to rezone all remaining acreage in the "West Parcel" from OS (Open Space) to SPL-MVWPSP (Specific Plan – Martis Valley West Parcel Specific Plan); and (rezone 670± acres of the "East Parcel" of the MVWPSP from RS (Single-Family Residential) and C-1 (Neighborhood Commercial) to TPZ (Timberland Production Zone).
- 8) Deny approval of the MVWPSP Large-Lot Vesting Tentative Subdivision Map.
- 9) Deny adoption of an Ordinance approving the "Development Agreement by and between the County of Placer and MVWP Development LLC Relative to the Martis Valley West Parcel Specific Plan".

- B. Staff brings forward the recommendation of APPROVAL of the Planning Commission on the amendments to the Martis Valley Community Plan to add the following goal and policies, recognize that CEQA review will be required for final action on this matter:

SECTION VI: PUBLIC FACILITIES AND SERVICES

Emergency Preparedness and Evacuation Plans

Goal 6.J. To establish protocols for emergency events, such as fire, avalanche, seismic and flood protections measures.

Policies

- 6.J.1. The County shall require all new development projects prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan (Update 2015).
- 6.J.2. The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.

ATTACHMENTS

- Attachment A: Board of Supervisor Action Options (Government Code Section 65356) and Exhibits 1 through 8
Attachment B: Vicinity Map
Attachment C: Project Map
Attachment D: Rezoning Exhibits
Attachment E: Large Lot Vesting Tentative Map
Attachment F: Large Lot Vesting Tentative Map Recommended Conditions of Approval
Attachment G: Errata to Final EIR for Martis Valley West Parcel Specific Plan
Attachment H: Mitigation Monitoring and Reporting Program for Martis Valley West Parcel Specific Plan (May 2016)
Attachment I: CEQA Findings of Fact and Statement of Overriding Considerations
Attachment J: Development Agreement
Attachment K: Forest Management Plan
Attachment L: Report pertaining to Withdrawal from TPZ
Attachment M: July 7, 2016 Planning Commission Staff Report (attachments removed)
Attachment N: June 9, 2016 Planning Commission Staff Report (attachments removed)

OTHER ATTACHMENTS PROVIDED UNDER SEPARATE COVER:

1. Draft Martis Valley West Parcel Specific Plan (May 2016)
2. Draft Martis Valley West Parcel Development Standards and Design Guidelines (May 2016)
3. Draft Emergency Preparedness and Evacuation Plan (May 2016)
4. Draft EIR for Martis Valley West Parcel Specific Plan (October 2015)
5. Draft EIR for Martis Valley West Parcel Specific Plan Appendices (October 2015)
6. Final EIR for Martis Valley West Parcel Specific Plan Volume 1 (May 2016)
7. Final EIR for Martis Valley West Parcel Specific Plan Volume 2 (May 2016)
8. Public Correspondence