

HEARING DATE: July 7, 2016

ITEM NO.: 2

TIME: 2:00 PM

TO: Placer County Planning Commission

FROM: Stacy Wydra, Senior Planner

DATE: June 30, 2016

**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)
SUPERVISORIAL DISTRICT 5 (MONTGOMERY)**

****This item was continued from the June 9, 2016 Planning Commission Meeting.**
SUPPLEMENTAL PLANNING COMMISSION STAFF MEMORANDUM**

COMMUNITY PLAN: Martis Valley Community Plan

COMMUNITY PLAN DESIGNATION: East Parcel - Forest (F) (40-640 acres minimum), Low-Density Residential (LDR), General Commercial (GC), and Open Space (O); West Parcel - Forest (F) (40-640 acres minimum) and Open Space (O).

EXISTING ZONING: East Parcel - Timberland Production Zone (TPZ), Residential Single-Family (RS), Neighborhood Commercial (C-1), and Open Space (OS); West Parcel - Timberland Production Zone (TPZ) and Open Space (OS).

PROPOSED ZONING: East Parcel - Timberland Production Zone (TPZ); West Parcel - Specific Plan-Martis Valley West Parcel (SPL-MVWPSP).

ASSESSOR PARCEL NUMBERS: 110-051-024, 110-051-043, 110-051-045, 110-060-069, 110-051-023, 110-060-070, 110-060-014, 110-040-013, 110-040-014, 110-040-016, 110-040-017, 110-040-018, 110-040-020, 110-030-050, 110-030-048, 110-040-001, 110-040-002, 110-020-012, 110-020-029, 110-040-003, 110-020-028, 110-020-005, 110-020-003, 110-010-025, 110-020-001, 090-010-011, 090-010-014, and 090-010-015.

STAFF PLANNER: Stacy Wydra, Senior Planner

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 A) 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.

APPLICANT/PROPERTY OWNERS: Kurt Krieg, Mountainside Partners, on behalf of MVWP Development, LLC and Sierra Pacific Industries (SPI)

PROPOSAL:

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 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. (Note: 6,160 acres are within Placer County's jurisdiction and are the subject of the legal notice and 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 within the Tahoe Basin and are not part of the proposed MVWPSP but will be preserved as open space.)

PUBLIC NOTICES AND REFERRAL FOR COMMENTS:

Public notices were mailed to property owners of record within 300 feet of the project site. Other public interest groups and citizens were sent copies of the public hearing notice including all those who submitted letters regarding the EIR and/or requested notification. A public hearing notice was also published in the *Sierra Sun* newspaper. The Community Development Resource Agency staff and the Department of Public Works, Environmental Health, and Air Pollution Control District were transmitted copies of the project plans and application for review and comment.

BACKGROUND:

The Planning Commission considered the Martis Valley West Parcel Specific Plan Project at its June 9, 2016 meeting. After hearing Staff's presentation and also a presentation from the applicant, the Planning Commission listened to testimony from over forty (40) members of the public. In summary, the members of the public had concerns regarding the following summarized topics:

- Evacuation concerns, public safety
- Traffic, including concerns regarding potential gridlock as it relates to a fire/evacuation situation, vehicle miles traveled (VMTs), construction traffic, TRPA's thresholds, location of the project's entrance and whether it would exacerbate potential safety issues
- Alternative transportation needs to be considered (i.e. public transit/shuttles)
- Water quality relative to protecting Lake Tahoe, concerns with nitrates
- Potential impacts to existing aquifers

- Potential cumulative impacts relative to all the foreseeable proposed projects within the region
- Contention that there are no significant off-sets to take credit of the East Parcel Conservation, perceived price to be paid for the land too high to allow Conservancy to purchase
- Workforce Housing – Provision for 50 percent is not sufficient
- Need inclusive not exclusive participation
- Potential visual Impacts, Potential ridgeline visual Impacts
- Potential noise Impacts associated with the Airport
- Contention that environmental review / document is inadequate
- 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 option
- Concerns with potential impacts to the Tahoe Rim Trail and the trail experience
- Contention that County has “piecemealed” CEQA analysis of projects, specifically related to the Brockway Campground
- Concerns with number of significant unavoidable impacts identified in FEIR
- Zero confidence that the developer will comply with the Conditions of Approval
- Concern over loss of night/dark sky
- Concern with Wildland Urban Interface and contention that inadequate information provided
- TPZ withdrawal concerns
- Biological Resources concerns and contention there is not adequate mitigation incorporated
- Concern with the housing stock in the Martis Valley, request to not retire the 600 residential units

After receiving public testimony, the Planning Commission closed the public testimony portion of the hearing and deliberated on the proposed project. During Commission deliberation, the Commission specifically requested additional information from staff and continued the public hearing on the MVWPSP project to a date and time uncertain. As noted above, the present hearing was noticed through mailing and newspaper publication.

The Commission requested additional information on the following:

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

Information regarding the above topics is contained in either the FEIR or the July 9th staff report and attachments. However, given the volume of analysis, studies and documents that comprise the administrative record for the proposed project, staff provides the following information/clarification and locations within the record where the Planning Commissioners and public may read further on these subjects.

Potential Impacts to Lake Tahoe

General concerns have been raised about the potential effects of the MVWPSP 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.

A portion of the Tahoe Basin is located in Placer County, and the goals and policies of TRPA are integral to Placer County's planning and environmental review processes for the portion of the Tahoe Basin that is located within the County. This is evidenced in the County's current planning efforts related to the 2015 Placer County Tahoe Basin Area Plan, which addresses the Bi-State Tahoe Regional Planning Compact and the TRPA thresholds. As stated in the Area Plan, restoring Lake Tahoe's water quality remains a very high priority for the plan and the region. However, for purposes of environmental evaluation of the proposed MVWPSP, the project site is not located within the Tahoe Basin, not under the jurisdiction of TRPA, and no action by TRPA is required to implement the Specific Plan. While analysis and full disclosure of environmental impacts, including those to the broader region, including the Tahoe Basin, are required and are included in the Draft EIR, such analyses are not required to use the TRPA-specific environmental threshold carrying capacities, Code of Ordinances, or Goals and Policies in the characterization of those impacts.

In addition, the cumulative projects listed in Table 4-2, "Cumulative Projects List," on page 4-5 of the Draft EIR, include related projects in the Tahoe Basin. These projects are considered in the cumulative impact analyses throughout Chapters 5 through 18 of the Draft EIR; the analysis of cumulative impacts follows the project-specific analyses in each chapter.

More specifically, concerns have been raised regarding the MVWPSP's potential to contribute to the following water quality-related impacts to Lake Tahoe:

1. Stormwater drainage and associated erosion and pollutants
2. In-Basin vehicle miles traveled (VMT) and resultant fine particulate matter deposition in Lake Tahoe
3. Recreational watercraft on Lake Tahoe and invasive species concerns

The following responses address these concerns:

Stormwater drainage and associated erosion and pollutants

The MVWPSP is located outside of the Lake Tahoe Basin watershed as shown on Draft EIR Exhibit 15-1, "Watersheds." The project does not and would not drain to the Lake Tahoe Basin. Therefore, runoff from the project would not cause erosion or contribute urban pollutants to the Tahoe Basin, nor affect the clarity or quality of Lake Tahoe in any way. Furthermore, and as mentioned in the EIR, 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. (Reference Chapter 15 of the draft EIR).

In-Basin VMT and resultant fine particulate matter deposition in Lake Tahoe

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.

The approach to VMT impacts in other EIR/EISs prepared for projects within or in close proximity to the Tahoe Basin were reviewed; however, they do not provide clear guidance in determining what VMT would constitute a significant effect. Therefore, the project-related VMT was considered against the TRPA environmental threshold carrying capacity threshold, which calls for the Tahoe Region's VMT to be at least 10 percent below its 1981 level, or 2,067,600 VMT. The addition of the project's VMT to the 2010 summer value would result in 1,998,345 VMT, which would remain below this VMT threshold. (Data used to develop the project-generated VMT estimates is included in Appendix O of the Final EIR.)

Furthermore, recommended Mitigation Measure 10-5 would generate permanent ongoing funding to expand transit services, which would reduce VMT impacts of the project in the Basin. The payment of fees to support transit, as called for by this mitigation measure, parallels the payment of the fee required under Chapter 65 of the TRPA Code of Ordinances. Funds paid under Chapter 65 are used for a variety of strategies to reduce air emissions associated with vehicular travel, including funding of transit services and transit marketing. (Reference 3.1.6 Master Response 6 of the Final EIR)

Vehicle Related Pollutants

The EIR analysis determines that, with mitigation, construction and operation of the MWWPSP would not exceed Placer County Air Pollution Control District significance thresholds (both at the project level and in the cumulative condition). The majority of vehicle-related pollutants that enter Lake Tahoe are from vehicle sources within the Lake Tahoe Basin (Lahontan and NDEP 2008:72). Airborne fine sediment from sources outside the Tahoe Basin, such as the MWWPSP, would be deposited before they reach Lake Tahoe (Lahontan and NDEP 2008: 53-55). Thus, the 65 to 70 percent of vehicle trips associated with the project that would not enter the Lake Tahoe Basin would not affect Lake Tahoe water quality. Furthermore, project-related vehicle trips that would enter the Lake Tahoe Basin would remain below TRPA's VMT threshold, as explained above. (Reference IO12-5 and IO26-5 of the Final EIR)

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.

Lake Tahoe TMDL science indicates that a 65 percent reduction in fine sediment particles, accompanied by reductions in nitrogen and phosphorous of 10 percent and 35 percent respectively, are necessary to meet the TMDL numeric target of lake clarity of nearly 100 feet. Approximately half of these load reductions are needed to meet the Clarity Challenge, an interim milestone of 80 feet annual average Secchi disk depth to be realized by 2031. The Clarity Challenge is an important goal because, once attained, scientists can state with confidence that the trend in clarity loss has been reversed and the region is moving toward restoring Lake Tahoe's clarity.

Fine sediment particles have a greater impact on clarity than the algae fed by elevated nutrient concentrations, so although the TMDL program includes required reductions for Total Nitrogen, Total Phosphorus, and fine sediment particles, initial implementation efforts are focused on particle reduction. Urban stormwater represents both the greatest source of these particles as well as the greatest opportunity to achieve needed load reductions. So while the restoration strategy includes efforts to reduce pollutants originating in forests, stream channels, and the atmosphere, attaining the load reduction goals hinges on reducing fine sediment particles originating in urban areas and transported to the lake through stormwater runoff (Lahontan 2016).

TMDL-related research indicates that improvements to road operations for water quality, including increased maintenance activities, could be the most cost-effective strategy in the near term to achieve notable pollutant load reductions of fine sediment particles (TRPA RPU DEIR page 3.8-30). Consistent with this approach, the *County of Placer Lake Tahoe Pollutant Load Reduction Plan* (March 2013) intends to meet the TMDL requirements (in this permit term) through registration of water quality improvement project (WQIP) catchments, implementing pollutant control management measures in road maintenance operations, and quantifying clarity credits from completed private development and redevelopment projects located in registered catchments. (Note: Lahontan has developed the Lake Clarity Crediting Program to support the Lake Tahoe TMDL. This crediting program specifies the process to connect implementation of water quality improvement actions to corresponding estimated pollutant load reductions. Through this program, "Lake Clarity Credits" have been defined as a mechanism to provide flexibility for regulated jurisdictions to achieve required load reductions. Lahontan intends to use the Lake Clarity Crediting Program as an accounting system for Lake Clarity Credits to track compliance with stormwater regulatory measures.) Although Placer County anticipates that the majority of Lake Clarity Credits will be associated with WQIPs, the County also proposes the following management controls to meet sediment load reduction requirements:

- Using an abrasive supply with negligible fine sediment particles and high hardness content in the source material.
- Improved sediment recovery through an increase in the frequency of sweeping operations in targeted, registered catchment project areas.
- Purchasing a new, high-efficiency vacuum assist sweeper to improve the overall efficiency of sweeping operations.

These in-Basin measures by Placer County address in-Basin sediment loading are being implemented to achieve the required load reductions to restore Lake Tahoe's clarity. (Reference IO18-7 of the Final EIR)

Recreational watercraft on Lake Tahoe and invasive species concerns

Recreational Users

As addressed in response LA3-4 and 3.1.2 Master Response 2 of the Final EIR, the EIR concludes that, while the project would result in a permanent and seasonal population increase, which would increase use of existing recreation resources in the Tahoe Basin, the project itself provides for ample recreation facilities and opportunities, including 14 miles of multi-use trails, open space or a neighborhood park within the West Parcel development area, and homeowner amenities such as fitness centers, swimming pool, spas, and sports courts. The project developer would be required to pay additional fees to Placer County in the event that these proposed facilities are not equivalent to Placer County standards and park fees. For these reasons, potential impacts on recreation resources in the Tahoe Basin were determined to be less than significant.

Invasive Species

The MVWPSP EIR recognizes through response LA3-4 and 3.1.2 Master Response 2, that the project would contribute recreational users to the Lake Tahoe Basin of which, those residents of the MVWPSP could launch watercraft into Lake Tahoe. However, all watercraft that wish to enter into Lake Tahoe are required to be inspected for aquatic invasive species (AIS). In terms of potential for increases in (AIS), the Lake Tahoe EIP Invasive Species Program recognizes that watercraft are the largest source for spreading AIS into new waterways and therefore requires watercraft inspections before they enter the water. Mandatory boat inspections are a region-wide effort to stop AIS. Therefore, any project-related boating activity would be regulated by this Basin-wide program, as would any other boater.

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, 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. Furthermore, it was requested that someone from the United State Forest Service (USFS) attend the next Planning Commission meeting to discuss their goals and objectives of fire safety, forest health and incident management. While every effort was made to invite the requested representatives to the July 7, 2016 Planning Commission, staff cannot ensure that they will attend. However, Staff has had numerous discussions with emergency personnel to provide the following information.

The Placer Operational Area Eastside Emergency Evacuation Plan (Plan) was recently updated and adopted by the Board of Supervisors in November of 2015 (Attachment 1). This is a Plan for the conduct of a physical evacuation of one or more communities in the unincorporated area on the eastern side of Placer County. For the purposes of this Plan, the "eastern side" comprises all of Placer County from just west of Cisco Grove to the Nevada State line not including the areas within the Tahoe National Forest and the Lake Tahoe Basin Management Unit. The dense forests, rugged terrain, and the scarcity of roads in the area are problems that present difficulties for first responders and residents alike. These problems would complicate any emergency evacuation operation.

Whereas the potential exists for severe winter storms, mass casualty incidents or floods on the eastern side, forest fire remains the greatest single threat to communities. For all but the wettest of months, homes and businesses in wildland-urban interface areas are particularly susceptible to fire damage and destruction. During fire season, the combination of dense forests, heavy fuel loads, low humidity, potential for high winds and the steep terrain in the Sierra Nevada's can rapidly turn even small fires into lethal,

major disasters. Despite a record of very successful evacuations in the past, the limited number of roads in the area always makes evacuations problematic. The need to quickly execute a rapid evacuation of residents, businesses, and even pets, requires detailed planning, de-confliction of response actions, and cooperation between first responders and supporting agencies alike.

The purpose of this Plan is to prescribe specific responsibilities for first responders, County staff and other state, federal and non-profit cooperating agencies for conducting a physical emergency evacuation of one or more communities as part of a larger natural disaster or human caused incident on the east side of Placer County.

Specifically, the Plan provides for assumptions, scope, concept of operations, including initial response. Initial response to a disaster or incident occurring on the eastern side is by local, state and federal resources using Unified Command methodology. Upon assessment of the incident and in consultation with other responding agencies, Incident Command (IC) makes the decision that the incident has the real potential of becoming too great to handle or is actually beyond the capability of available resources, and therefore orders an evacuation. The IC directs that notifications be made, and directs promulgation of evacuation notices throughout affected areas via emergency notification systems and television and radio stations. As the incident is both multi-jurisdictional and multi-disciplinary, the IC requests OES response to provide incident emergency management. Subsequently, OES activates those members of the Emergency Management Organization (EMO) needed to support the evacuation and the greater incident, and ensures either an incident EOC on the eastern side or the EOC in Auburn is made operational.

The following functions are normally present in typical evacuation scenarios:

- *Evacuation Alerts, Warnings and Orders*
- *Evacuation Emergency Medical Services (EMS)*
- *Evacuation Emergency Public Information*
- *Evacuation and Reentry*
- *Incident Command and Emergency Management*
- *Traffic Control*
- *Transportation*
- *Resources and Support*
- *Communications*
- *Care and Shelter*
- *Animal services*

As an evacuation is only one aspect of a larger incident, all Departments and agencies listed below retain responsibility for completing the EOP-listed tasks in addition to these evacuations –specific responsibilities:

- A. Eastern Side Special Districts
 - a. Fire Protection Districts/Fire Departments
 - i. Provide Advanced Life Support (ALS) emergency medical services
 - ii. Provide ALS transport
 - iii. Assist law enforcement with alerts, warning and evacuations as available
 - iv. Provide technical fire and geographic area expertise to Unified Command
 - b. Tahoe Truckee Unified School District
 - i. Open schools for use as emergency shelters or evacuation centers
 - ii. Provide school buses to assist in incidents/evacuations.

B. Placer County Agencies

- a. Placer County Deputy CEO – Tahoe
- b. Office of Emergency Services (OES)
- c. Placer County Sheriff's Office (PCSO)
 - i. Alert and warn all persons and businesses to be evacuated, including the use of the emergency notification system, as required.
 - ii. Implement evacuation – notify residents and businesses, and certify areas as clear of inhabitants, transients, those using recreational facilities, etc.
- d. Public Information Officer (PIO)
- e. Department of Health & Human Services (HHS)
 - i. Human Services Division
 - ii. Adult System of Care
 - iii. Environmental Health
 - iv. Animal Services
- f. Department of Public Works – Tahoe
 - i. Assist evacuation with traffic closure level analysis and traffic control equipment, as requested.
 - ii. Provide evacuation support (vehicles, personnel, etc.) as requested.
 - iii. Assist with maintaining County road access as requested in matters such as clearing downed trees, snow and mudslide removal and flood affect abatement.
 - iv. Participate in Safety and Damage Assessment Teams, as needed.
- g. Planning Department – Tahoe
- h. Building Department – Tahoe
- i. Facility Services Department

C. State Agencies

- a. California Highway Patrol (CHP)
 - i. Provide evacuation traffic control.
 - ii. Determine primary and alternate evacuation routes.
 - iii. Assist PCSO, as requested, in alerting, warning and evacuations.
- b. California Department of Transportation (CALTRANS)
 - i. Assist CHP as requested with traffic control.
- c. California State Parks

D. USDA Forest Service

E. Other Agencies

- a. American Red Cross
- b. Sierra-Sacramento Valley Emergency Medical Services Agency
- c. Out of Country Mutual Aid Providers

(Plan, pgs. 8-11)

Contained within the East Side Emergency Evacuation Plan is also the "Immediate Emergency Evacuation Guidelines" which is to be used by first-arriving fire and law enforcement on a threat to health and public safety causing consideration of an immediate emergency evacuation. This "Guideline" outlines the following:

1. Identify map control features and event condition trigger points for directly affected or potentially affected areas.
 - a. Control features are grid lines or map symbols for such things as schools, churches, hospitals, railroads, or other easily identifiable objects or landmarks.

- b. Trigger points are resource, weather or incident specific conditions that once arrived at are cause for immediate action. Examples are nearness of a fire to a structure or landmark, increasing wind speeds at a fire, or the lack of needed resources. Any one of these can cause either an Evacuation Order to be issued or an Evacuation Warning to be changed to an Evacuation Order.
2. Law Enforcement and fire Incident Commanders collaborate and issue, through Dispatch, an evacuation warning, order or shelter in place order:
 - a. Evacuation Warning: To warn the residents and the public in a potentially threatened area being considered for evacuation.
 - b. Evacuation Order: To evacuate areas under immediate threat.
 - c. Shelter in Placer Order: To direct residents to remain in place.
 3. Use Traffic Control Points (TCP) and Closure "levels":
 - a. Level 1 – Residents only; Escorts may be required.
 - b. Level 2 – Closed to all traffic except fire, law, emergency medical services, and critical resources. Escorts may be required.
 - c. Level 3 – Closed to all traffic except fire and law.
 - d. Level 4 – Closed to all traffic. Area blocked or not safe even for fire or law.
- (Plan, Attachment E)

MVWSP Emergency Preparedness Evacuation Plan (EPEP)

Specific to the MVWSP, the Emergency Preparedness Evacuation Plan (EPEP) (See "Other Attachments" to June 9, 2016 staff report) is intended to provide for an additional layer of safety preparedness by addressing on-site emergency procedures that would mesh with and work in conjunction with the Eastside Emergency Evacuation Plan at the exit points of the MVWSP. The EPEP provides framework for protection of property owners and guests from natural hazards, prevention of fire and exposure to avalanche, seismic events or flooding, and preparation for responding to emergencies.

The EPEP, together with the requirements of both the MVWSP and the Northstar Fire Department, will require preventative measures such as defensible space requirements around structures, tree removal within proximities of chimneys and stovepipes, obtain a certificate from the local building official that the structure complies with all applicable state and local building standards, and prior to final inspection of any building, the Fire Department must inspect the building and the fire suppression facilities to certify that the fire suppression improvements comply with Building Code and Fire Department service requirements. Additionally, the Placer County Fire Code, 2013 California Building Code, Title 24 of the California Code of Regulations, and the 2013 Fire Code (Sections 15.04.700 and 15.04.710 Fire Code Amendment) addresses emergency access, access gates, sprinkler systems, fire alarms within buildings, and construction of access roads to accommodate fire apparatus. The Fire Code requires that an automatic fire sprinklers and/or fire extinguishing system be installed throughout new one- and two-family dwellings and commercial buildings 3,600 square feet or larger. Additionally, the required Fire Protection Plan, of the MVWSP, will require inclusion of the identification of emergency evacuation routes; emergency access road standards; standards for signs identifying evacuation routes; compliance with NFD/NCSD fire flow requirements; provisions for Fuel Reduction Zones; vegetation placement, maintenance, removal and disposal; and program for disseminating public safety information.

The MVWSP EPEP also addresses Wildfire Education and Public Communication. The Northstar Fire Department *Emergency Preparedness and Evacuation Guide* would be provided to every property owner at the initial closing of the sale of a parcel via the closing title company. The *Guide* will also be referenced in the CC&R's. The HOA will encourage residents, business owners and employees to subscribe to Placer Alert and Nixle Connect. Placer Alert provides notifications to recipients via phone calls, text messaging

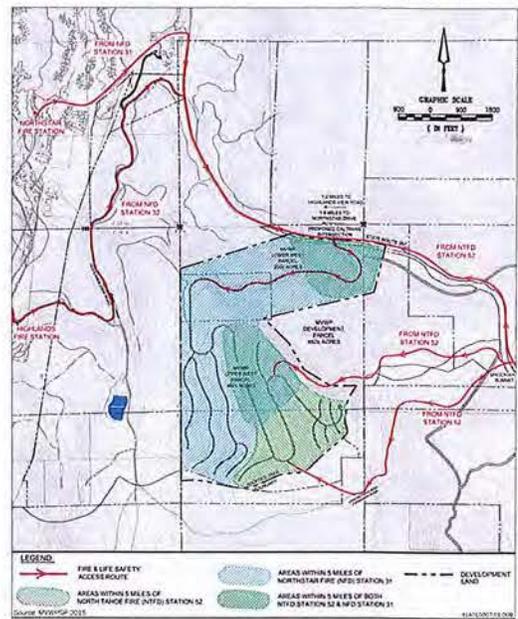
and email, including notices about threats to public health and safety. Nixle Connect is a free community information service that allows the fire department to communicate directly with the public via text and email at no cost. Communications can include emergency alerts, such as evacuation orders, and public safety information.

All evacuation procedures will be conducted according to the provisions of the Eastside Emergency Evacuation Plan previously discussed. Therefore, the MVWPSP EEP does not specify additional steps to be taken prior to or during an evacuation rather, the emphasis is on preparation and coordination with the NFD/NCSD and other emergency personnel. The HOA will take an active role in communication public safety information to homeowners and businesses in addition to existing communications.

An analysis prepared for the MVWPSP EIR found that evacuation of the entire West Parcel, assuming 100 percent occupancy, could be accomplished in 1.3 hours under existing conditions and 1.2 hours under cumulative conditions (the reduced time is due to the assumption that planned improvements for SR267 have been constructed under cumulative conditions).

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).

To ensure that not only the MVWPSP project, but 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.), an amendment to the Martis Valley Community Plan is proposed requiring the preparation and implementation of an emergency preparedness and evacuation plan for each individual project, also demonstrating consistency with the 2015 Update to the Placer Operational Area Eastside Emergency Evacuation Plan. Furthermore, Senate Bill 1241 will require cities and counties to address fire risk in state responsibility areas (SRA) and very high fire hazard severity zones in the safety element of their general plans upon the next revision of the housing element. This bill also requires cities and counties to make certain findings regarding available fire protection and suppression services before approving a tentative map or parcel map. To ensure that the proposed MVWPSP and future development projects governed by the Martis Valley Community Plan comply with SB1241, the text of the Martis Valley Community Plan will be amended to include the following Goal and Policies to be incorporated into Chapter 6 of the Martis Valley Community Plan as Goal 6.J and Policies 6.J.1 and 6.J.2 as follows:



EPEP GOAL 6.J: To establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

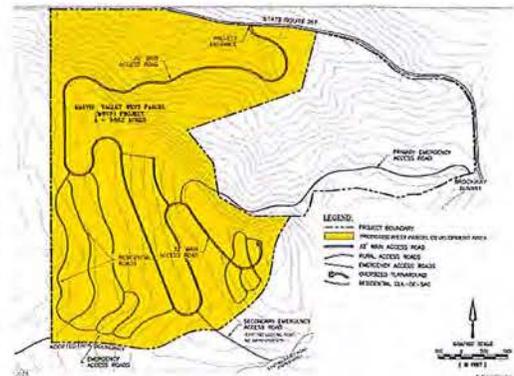
EPEP POLICY 6.J.1: The County shall require all new development projects prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland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

EPEP POLICY 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.

These amendments clarify policy language for not only Specific Plans and but all future development within the Martis Valley. Staff has found that the project, with the proposed Community Plan amendments, is consistent with the Placer County General Plan and the accompanying standards and requirements for amendments to the General Plan. The text amendment addressing the EPEP will further ensure that future development under the jurisdiction of the Martis Valley Community Plan will comply with the requirements of Senate Bill 1241, in that they will be required to prepare and implement an emergency preparedness and evacuation plan demonstrating further consistency with the East Side Emergency Evacuation Plan.

Also shown in the exhibit and as previously described, the MVWPSP project proposes 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.



To ensure that both the primary and secondary EVAs operate as an access for emergency vehicles only, the Large Lot Vesting Tentative Map has been conditioned to require that the CC&Rs include the following provisions related to the EVAs: Homeowners Association (HOA) to ensure the EVA's remain gated and locked; the HOA shall not provide access through said gates to any homeowner, invitee, contractor or other non-emergency provider; the HOA relinquishes abutters rights: the HOA shall post and maintain

signs at EVA gates prohibiting non-emergency through gates and onto EVA; the HOA shall institute a fine system to ensure non-authorized access is penalized as outlined in Condition of Approval 8.L. (Attachment E of the June 9, 2016 Staff Report)

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

In addition to the Commission's concerns regarding the evacuation on SR267, the Commission wanted clarification from Caltrans and requested their attendance at the next Planning Commission meeting to discuss their traffic operations and long range plans for SR267. Staff met with Caltrans on June 23, 2016 in Marysville. The meeting discussed the MVWPSP project and their operational plan and future improvements for SR267. Unfortunately, Caltrans informed Staff that they will not be able to make the July 7, 2016 Planning Commission meeting but provided staff with the following information.

Level of Service on Caltrans Facilities:

Caltrans establishes the concept Level of Service (LOS) on state facilities as part of their Transportation Corridor Concept Reports (TCCR). These are long-term planning documents which identify existing and future traffic volumes, concept Level of Service (LOS) standards, and improvements necessary to maintain the concept LOS. The concept 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 TCCR. Improvements identified to meet the LOS E standard included 4-lane widening 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.

Funding for Identified Improvements:

In our meeting with Caltrans on June 23rd, it was determined that the State currently has \$25 million identified for future improvements on SR 267. The allocations are included as part of the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) projects list. The Countywide Traffic Mitigation Fee program is collecting an additional \$20 million in funding towards roadway and intersection improvements on the SR 267 corridor. However, no estimated timelines for improvements are known at this time.

CONCLUSION/RECOMMENDATION:

This supplemental report provides additional information as requested by the Planning Commission at its June 9, 2016 meeting and also clarification regarding 1) Potential Impacts on Lake Tahoe, 2) Fire Evacuation and Fire Safety, Forest Health and Incident Management; and 3) Traffic Operations and Long Range Plan for SR267.

To summarize, the clarity of Lake Tahoe will continue to be addressed and monitored by the TMDL measures and implementations as addressed within the staff summary, and the continued inspections of the watercraft entering into Lake Tahoe will ensure invasive species do not evade Lake Tahoe and furthermore, the project runoff drains north to the Martis Valley side as opposed to the Tahoe Basin side. Additionally, BMPs will be required to ensure project runoff is collected, treated, and infiltrated on-site to the greatest extent possible per methods described in this staff summary. Placer County will continue to work in collaboration with the Tahoe Regional Planning Agency (TRPA) on these issues and efforts to ensure the protection of the Lake's water clarity.

The continued implementation of the Eastside Operational Emergency Evacuation Plan and the incorporation of the EPEP for the MVWSP, including but not limited to, the intended use of the EVA's, the requirements for defensible space, etc., will ensure that during an emergency event all potential impacts related to evacuation and fire safety are adequately addressed in accordance with law enforcement agencies. Traffic impacts will continue to be addressed in collaboration with Caltrans, the Town of Truckee and the Tahoe Regional Planning Agency as it relates to improvements to SR267 and continued efforts to addressing existing and forecasted operations. As discussed throughout this report, this information provided to the Commission is material/documents already included in the administrative record. It has been summarized in this supplemental report to address the requests for further clarification on the three items identified by the Commission at the conclusion of the June 9th hearing. Further information on each topic is contained in the MVWSP EIR, the June 9, 2016 staff report and attachments, all of which are incorporated by reference into this report. These documents can also be accessed on-line at: <http://www.placer.ca.gov/departments/communitydevelopment/planning/pchearings>. Staff has reviewed the testimony and material provided during the June 9, 2016 hearing and continues to recommend support of the proposed project. The following recommendations are provided below for the Planning Commission's ease of reference. Findings supporting said recommendations are contained in the June 9, 2016 staff report and attachments.

Based upon the record as a whole, the Development Review Committee recommends that the Planning Commission recommend approval of the following items to the Board of Supervisors:

- 1) Certify the Martis Valley West Parcel Specific Plan Final Environmental Impact Report (SCH# 2014032087) and Errata prepared pursuant to the California Environmental Quality Act, and adopt the Mitigation Monitoring Reporting Program supported by and incorporating by reference in its entirety the Findings of Fact and Statement of Overriding Considerations (Attachment G to June 9, 2016 staff report) and the following statements;
 - a. The 2016 Martis Valley West Parcel Final Environmental Impact Report has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of the preparation of the Environmental Impact Report.
 - b. The custodian of records for the Martis Valley West Parcel Specific Plan Project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
- 2) Adopt a resolution to approve the Martis Valley West Parcel Specific Plan (MVWSP) supported by the following findings;
 - a. The Martis Valley West Parcel Specific Plan is consistent with the Placer County General Plan and the Martis Valley Community Plan.
 - b. The Martis Valley West Parcel Specific Plan is consistent with the Truckee-Tahoe Airport land use plan, as required by California Government Code Section 65302.3.
 - c. The proposed Martis Valley West Parcel Specific Plan is in compliance with Government Code Section 65451.
- 3) Adopt an Ordinance approve the MVWSP Development Standards incorporating the findings set forth in Section 2;

- 4) Adopt a resolution to approve the MVWPSP Design Guidelines incorporating the findings set forth in Section 2;
- 5) Adopt a Resolution to amend the Martis Valley Community Plan (MVCP) Land Use Diagram to incorporate the MVWPSP land use designation; and amend the Martis Valley Community Plan to add Goal 6.J. and associated policies related to emergency preparedness supported by the following finding:
 - a. The amendments are consistent with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Martis Valley Community Plan and State law and support and enhance the general health, safety and welfare of the residents of the County.
- 6) Adopt 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) supported by the following findings:
 - a. A noticed public hearing was held.
 - b. The proposed immediate rezone is not inconsistent with the purposes of subdivision (j) of Section 3 of Article XIII of the California Constitution, Government Code Section 51130 et seq., the Placer County General Plan and Martis Valley Community Plan in that the purposes of the California Timberland Productivity Act of 1982 are to (1)_maintain the optimum amount of the limited supply of timberland to ensure its current and continued availability for the growing and harvesting of timber and compatible uses, (2) discourage premature or unnecessary conversion of timberland to urban and other uses, (3) discourage expansion of urban services into timberland, and (4) encourage investment in timberlands based on reasonable expectation of harvest. The application for immediate rezone for the West Parcel is not inconsistent with these purposes, in that placing 670 acres of the East Parcel back into TPZ would create a contiguous 6,376 acre expanse of TPZ lands devoted entirely to forest management and related compatible uses. The extensive spatial arrangement of the East Parcel supports an increased economy of scale in regards to forest management on the subject timberlands. The balance of enhancing the TPZ lands within the East Parcel, while providing for residential demands of the area within the West Parcel, is the result of lengthy and deliberate consideration, design, and mitigation that is neither premature nor unnecessary in nature.
 - c. The immediate rezone is in the public interest in that the withdrawal of the West Parcel from TPZ would provide both environmental and economic benefits for the public. The rezone of the West Parcel would allow for the East Parcel to be placed back into TPZ which would result in an eight (8) acre increase in lands zoned TPZ in the Martis Valley. This action would create 6,376 acres east of Highway 267 that would be preserved, which is nearly 25% of the total acreage in Martis Valley. Further, placement of the East Parcel back into TPZ will retire 600 residential units, thereby reducing the overall residential density of the area, and providing increased spatial continuity of the preserved lands within the East Parcel. The rezone of the West Parcel will also provide benefit to the local tax base through increased property and business tax revenue generated within the new development.
 - d. The tentative immediate rezone approval shall be forwarded to the State Board of Forestry and fire Protection, together with the application for immediate rezoning, a

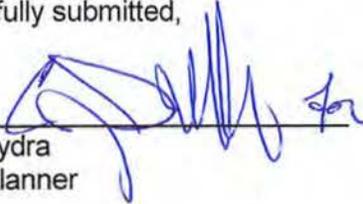
summary of the public hearing and any other information required by the State Board of Forestry and Fire Protection.

- 7) Adopt 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) supported by the following finding:
 - a. The proposed rezones are consistent with applicable polices and requirements of the Placer County General Plan, are consistent with land uses in the immediate area in that the East Parcel would be surrounded by existing open space and lands conserved by easement and the West Parcel is compatible with the existing residential, commercial and recreational development of which it is near, and is consistent with the proposed zoning to implement the Martis Valley West Parcel Specific Plan.

- 8) Approve the MVWPSP Large-Lot Vesting Tentative Subdivision Map supported by the following findings:
 - a. The proposed Large-Lot Vesting Tentative Map, together with the provisions of its design for the purposes of sale, lease, and/or finance, is consistent with the Placer County General Plan, the Martis Valley Community Plan, the proposed Martis Valley West Parcel Specific Plan, and with applicable provisions of County Code.
 - b. The site of the proposed Large-Lot Vesting Tentative Map is physically suitable for the type and proposed density of development.
 - c. The proposed Martis Valley West Parcel Specific Plan, with the recommended conditions, is compatible with the neighborhood and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts.
 - d. The design of the proposed Large-Lot Vesting Tentative Map is not likely to cause substantial environmental damage or public health problems.
 - e. The proposed Large-Lot Vesting Tentative Map is in compliance with Senate Bill 1242, as it relates to projects located in State Responsibility Areas (SRA), as follows:
 1. The design, location, and associated improvements of each proposed lot resulting from approval of the proposed Large-Lot Vesting Tentative Map as a whole are consistent with regulations adopted by the State of California pursuant to PRC 4290 & 4291 (clearance requirements).
 2. Structural fire protection and suppression services will be available to the proposed lots.
 3. To the extent practicable, ingress and egress onto the proposed lots meet the regulations for road standards for fire equipment access adopted per PRC 4290 and any local ordinance.
 4. Approval of the proposed Large-Lot Vesting Tentative Map as a whole is consistent with regulations adopted by the State of California pursuant to PRC 4290 & 4291 (clearance requirements).

- 9) Adopt 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"] supported by the following findings: The Development Agreement relative to the Martis Valley West Parcel Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the Placer County General Plan, the Martis Valley Community Plan, and the Martis Valley West Parcel Specific Plan, as approved herein;
- a. The Development Agreement relative to the Martis Valley West Parcel Specific Plan is compatible with the uses authorized in and the regulations prescribed for the Martis Valley West Parcel Specific Plan, in which the real property is located;
 - b. The Development Agreement is in conformity with public convenience, general welfare and good land use practice;
 - c. The Development Agreement will not be detrimental to the health, safety, and general welfare for persons residing in the County and is in good land use practice;
 - d. The Development Agreement will not adversely affect the orderly development of property or the preservation of property valued in the Martis Valley West Parcel Specific Plan area.

Respectfully submitted,


Stacy Wydra
Senior Planner

ATTACHMENTS:

- Attachment 1: East Side Operational Emergency Plan (2015 Update)
- Attachment 2: June 9, 2016 Planning Commission Staff Report and Attachments
- Attachment 3: Correspondence received after the June 9, 2016 Planning Commission

OTHER ATTACHMENTS PROVIDED UNDER SEPARATE COVER:

- Draft Martis Valley West Parcel Specific Plan (May 2016)
- Draft Martis Valley West Parcel Development Standards and Design Guidelines (May 2016)
- Draft Emergency Preparedness and Evacuation Plan (May 2016)
- Draft EIR for Martis Valley West Parcel Specific Plan (October 2015)
- Draft EIR for Martis Valley West Parcel Specific Plan Appendices (October 2015)
- Final EIR for Martis Valley West Parcel Specific Plan Volume 1 (May 2016)
- Final EIR for Martis Valley West Parcel Specific Plan Volume 2 (May 2016)

cc: Applicant
Phil Frantz - Engineering and Surveying Division
Environmental Health Services
Air Pollution Control District
Andy Fisher - Parks Department
Gerald Cardin - County Counsel
Karin Schwab - Senior Deputy County Counsel
Paul Thompson - Interim CDRA Director
EJ Ivaldi - Deputy Planning Director
Andy Heath - CEO Office
Subject/chrono files

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