

ATTACHMENT N



HEARING DATE: June 9, 2016

ITEM NO.: 2

TIME: 10:10 am

TO: Placer County Planning Commission

FROM: Stacy Wydra, Senior Planner

DATE: June 2, 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)

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, 110-050-065, 110-060-056, 110-060-060, 110-060-067, 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, 110-020-00, 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".

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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) project consists of two components: the East Parcel (6,160 acres) and the West Parcel (1,052 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 within the Tahoe Basin and are not part of the proposed MVWPSP but will be preserved as open space (Attachment B) The 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 the use of the East Parcel. A full detailed description of the Martis Valley West Parcel Specific Plan project is included in the "Project Description" section of this report

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.

SITE CHARACTERISTICS:

The project site is located within the Martis Valley and is governed by the 2003 Martis Valley Community Plan (MVCP). The purpose of the MVCP, in combination with the Placer County General Plan, is the official statement of Placer County setting forth goals, policies, assumptions, guidelines, standards, and implementation measures that will guide the physical, social, and economic development of the Martis Valley area to at least the year 2020. The 2003 MVCP is an update of the original 1975 Martis Valley General Plan and provides the overall direction for future growth within Martis Valley.

Within the Martis Valley Community Plan area, land use patterns consist of a wide range of urban and commercial areas, forest lands, open space conservation, public and private recreational areas and facilities, as well as areas designated for airport use. The MVCP area also contains large areas of Forest and Open Space lands which are to be managed and protected as timberland and other compatible uses. A portion of those lands are owned by the public and managed by the U.S. Forest Service. Sierra Pacific Industries (SPI) is the largest private landowner of the areas designated for Forest uses. Their ownership, of approximately 8,000 acres, is currently in a Timberland Production Zone (TPZ) and has been so designated since 1980, prior to SPI's acquisition of the property. The 1975 Plan included two areas with development potential among those land holdings. This area is known as Martis Ranch in the MVCP and is the East Parcel of the current project proposed.

Lands to the northwest of the East Parcel of the MVWPSP were also designated for development within the MVCP. This area is identified as Waddle Ranch and consists of approximately 598 acres (two percent of the Plan area). Waddle Ranch, as identified on the map, has been placed in a conservation easement and was purchased by the Truckee Donner Land Trust.

East Parcel

The majority of the 6,376-acre East Parcel is designated Forest and zoned TPZ. As part of the MVCP update, a non-renewal of TPZ zoning for approximately 670 acres of the 6,376 acres was approved by the Board of Supervisors and this acreage rolled out of TPZ zoning and was designated Low Density Residential and General Commercial in the MVCP and zoned Single-Family Residential and Neighborhood Commercial. This zoning allows for development of up to 1,360 dwelling units and 6.6 acres of commercial. The East Parcel is currently undeveloped with no structures and has historically been used for logging and mining. Dirt roads traverse the entire site; however, these roads are not public or paved and no utility lines or facility are constructed along them. The existing forest has been regularly maintained through harvest procedures for forest health and reduction of fire risk. Unauthorized mountain biking and hiking occurs throughout the East Parcel.

West Parcel

The West Parcel is approximately 1,052 acres in size and is located entirely within in the Martis Valley. The West Parcel is undeveloped coniferous forest that is designated Forest in the MVCP and is zoned TPZ and Open Space. The West Parcel is characterized by two benches topographically – and upper and lower bench. The upper bench forms a natural amphitheater with moderate to minor slopes. The lower bench is nestled between two ridges and runs parallel to SR 267. Most of the site slopes are between 10 and 15 percent, but slopes greater than 25 percent occur along the ridge that runs northwest-southeast through the parcel, and in the northeast portion of the parcel. The steepest portions of the ridge exceed 30 percent in some isolated areas. Elevation of the West Parcel varies from approximately 6,600 to 7,800 feet, a rise of approximately 1,200 feet.

The West Parcel is located in the upper portions of the Middle Martis Creek watershed. Mixed conifer forest is the predominant habitat type, which also contains red fir, white fir, and white fir/red fir forest. The undeveloped coniferous forest of the West Parcel has historically been used for mining and logging, as well as cross-country skiing, and, since January 2015, for hiking and mountain biking. The existing forest has been regularly maintained through harvest procedures for forest health and reduction of fire risk. Roads within the West Parcel consist of dirt logging roads. Electrical transmission lines cross the West Parcel, but there are no subsurface utilities or permanent structures on the parcel. There are no 100-year flood hazard areas designated by the Federal Emergency Management Agency (FEMA) within the MVWPSP area. The West Parcel is located within a Very High Fire Hazard Severity Zone because of the climate, steep topography, and high levels of available fuel.

EAST PARCEL

Location	Zoning	General Plan Designation	Existing Conditions and Improvements
Site	TPZ (Timberland Production Zone), RS (Single-Family Residential), C-1 (Neighborhood Commercial), O (Open Space),	Forest, Open Space, Low-Density Residential, General Commercial	Undeveloped Forest
North	TPZ, Nevada County Parcel - Forest	Nevada County – Forest 160	Undeveloped Forest
South	TPZ, OS	Forest, Open Space	HWY 267, Undeveloped Forest West Parcel

East	Plan Area Statement (PAS) 019	North Tahoe Area General Plan	Undeveloped Forest
West	TPZ, Forestry	Forest, Open Space	Undeveloped Forest

WEST PARCEL

Location	Zoning	General Plan Designation	Existing Conditions and Improvements
Site	TPZ, OS	Forest (F) , Open Space (OS)	Undeveloped
North	East Parcel: Zoning	See above	See above
South	PAS 013, PAS 015	North Tahoe Area General Plan	Undeveloped Forest
East	PAS 013	North Tahoe Area General Plan	Undeveloped Forest
West	TPZ, PAS 015	Open Space, Forest, North Tahoe Area General Plan	Undeveloped Forest

BACKGROUND:

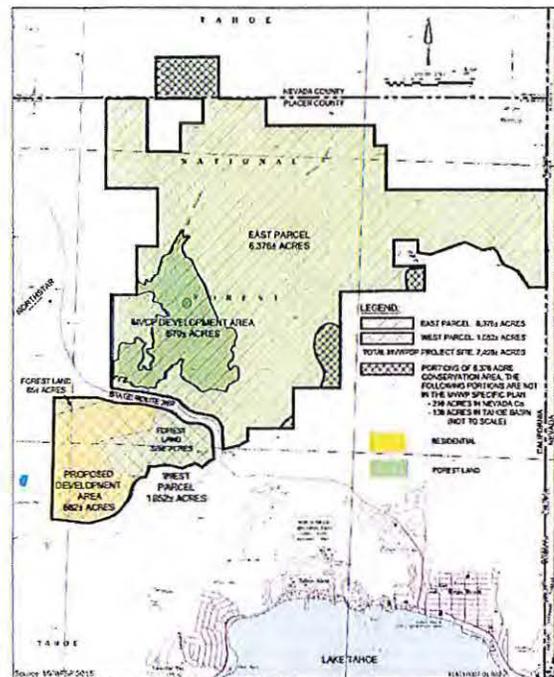
The idea of the proposed MVWPSP project was introduced over ten (10) years ago, when Sierra Watch contacted SPI regarding conservation initiatives in the Martis Valley, of which the 6,376 acres of the East Parcel was identified as a priority for conservation. Meetings with the applicants and conservations 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.

PROJECT DESCRIPTION:

The Martis Valley West Parcel Specific Plan (MVWPSP) 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 this 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 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.

The MVWPSP proposes the transfer of 760 residential units and 6.6 acres of commercial of 1,360 units and 6.6 acres of commercial designated for development on the East Parcel (under the existing MVCP) to the West 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. 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.

No project level entitlements are requested as part of this Specific Plan approval request. Project level entitlements 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 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 Development Agreement includes contractual obligations to ensure this preservation.

The uses within the Placer County portion of the East Parcel would be subject to the MWWPSP 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.

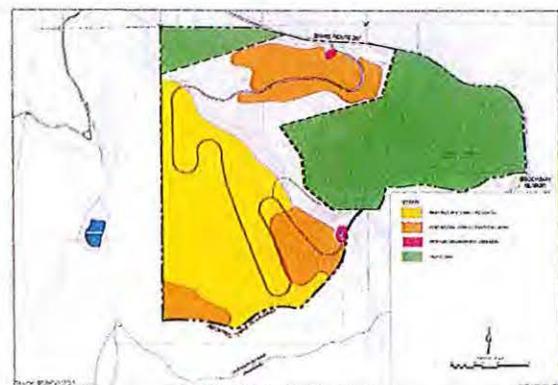
If the project is acquired by a conservancy, the new owner would decide whether to maintain existing trails and/or create new trails. However, it is not known at this time whether the East Parcel would be placed under a conservation easement or acquired by a conservancy, and what, if any, improvements 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 MWWPSP, 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 MWWPSP, 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. The components of the proposed development are described in detail, below.

Residential Uses

The MVWPSP 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.

Table 3-2 MVWPSP Residential Unit Range					
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.

Site Planning and Design

The project buildings would be sited outside of environmentally sensitive lands as defined under the MVWPSP Policy LU-3.5 and Development Standards in Appendix B of the Specific Plan. Most buildings (including all residential buildings) would be located outside of areas with slopes over 25 percent. In addition, a buffer would be established along SR 267 and defined as land that falls within the following areas:

- 150 feet from the edge of the SR 267 right-of-way
- 100-year floodplain of Middle Martis Creek

- Wetlands as defined by the US Army Corps of Engineers
- 100 feet of the centerline of perennial streams, including Middle Martis Creek
- 50 feet of the centerline of intermittent streams

In addition, within 500 feet of SR 267, in areas where views from the highway are not blocked by topography, any residential or commercial development shall maintain a minimum of 30 feet of vegetative screening between the development and SR 267.

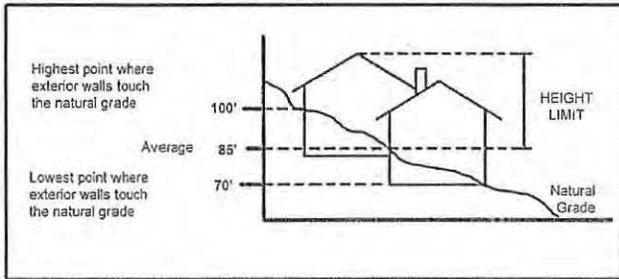
No residential or commercial development would be allowed within this buffer. However, transportation and infrastructure improvements needed for the West Parcel development area may cross this buffer. Such infrastructure could include the main access road, bridge, utilities, trails, bus stop, and entrance kiosk.

The MVWPSP Design Guidelines (see Appendix C of the Specific Plan) include the following grading recommendations:

- Buildings shall be sited to fit the natural terrain, minimize cut and fill, capture views, and maximize winter sun exposure.
- The total amount of impervious surface area shall be minimized, wherever feasible.
- The area of soil and vegetation disturbance on each home site shall be limited to that required for necessary construction and landscaping purposes. Except where required by access, there shall be no disturbance in setbacks and areas to be left in a natural state.
- Buildings, roads, and structures shall be sited in a manner that, to the greatest extent possible, avoids landform modification.
- Except where unavoidable, no excavation or fill shall occur within the drip line of trees to be saved.
- Existing surrounding landforms and natural drainage patterns shall be emulated in project grading. The long axis of each building shall be oriented parallel to existing contours.
- Stepped foundations and fragmented roof forms shall be used to adapt to the existing site topography, rather than changing or flattening the slope.
- Existing features such as rock outcroppings and trees shall be protected when feasible and integrated into the design of the home.

Building Heights

Most residences and cabins would have a maximum building height of three stories, not to exceed 42 feet above grade. Townhomes could be up to 50 feet in height; commercial buildings could be up to 60 feet; and condominiums could be up to 75 feet. In addition, per Specific Plan Policy LU-3.6 and Development Standards (MVWPSP Appendix B), building heights on the knoll shall not exceed 60 feet. Chimneys, vents, and other architectural or mechanical appurtenances on buildings may be a maximum of fifteen (15) percent higher than the height of the applicable zone. No building or structure would be constructed or altered to exceed the height limits identified in the MVWPSP. The height limits for buildings and structures would be measured in accordance with Placer County Zoning Ordinance, Section 17.54.020, as the vertical distance from the highest point of the structure to the average of the highest and lowest points where the exterior walls touch the natural grade (Exhibit 3-8).



Source: Placer County Zoning Ordinance, Figure 17.54-A
Exhibit 3-8 Measurement of Building Height

Table 3-3 Proposed Maximum Building Heights

Structure	Maximum Proposed Height (above grade)
Single-Family Residences	42 feet
Cabins	42 feet
Townhomes	50 feet
Commercial Buildings / Owner/Recreational Amenities	60 feet
Buildings on the Knoll	60 feet
Condominiums	75 feet

Source: Mountainside Partners 2015

Landscaping and Plant Materials

Landscape materials would be used in areas immediately surrounding each building to compliment the architecture of the building, define outdoor spaces, frame both onsite and offsite views, establish background and foreground balance, and anchor the building to the site. In general, the planting design would blend with the existing plant palette found surrounding the site. Landscape improvements would incorporate, rehabilitate and enhance existing vegetation, utilize indigenous and/or regional species, and minimize areas of intensive irrigation. Disturbed areas would be revegetated with native material to blend the new landscape with the existing landscape.

Native plant materials and those that are well-suited to the local climate (e.g., drought-tolerant) would be used to minimize irrigation. Plantings would be grouped according to their water consumption needs. Temporary irrigation, drip irrigation, or spray irrigation would be used to provide enough moisture to ensure healthy plantings while minimizing water consumption. All shrub and ground cover plant material would be irrigated with a permanent automatic system. Lawns would be allowed only where necessary to facilitate outdoor activities. Conventional spray irrigation would be limited to defined lawn areas and would be fully automatic and in conformance with any local and state regulations. Soils would be amended and surfaced with mulching to increase water retention.

Water Conservation Measures

The MVWPSP includes water conservation measures designed to reduce required water use. The following measures would be implemented where feasible to conserve water.

- Native and Low-Water-Use Landscaping: Landscape and plantings in public areas would be limited to native and drought-tolerant plants. Lawns and other water-intensive landscaping would have limited use.
- Smart/Central Controlled Irrigation: Irrigation systems would be used throughout the MVWPSP development area and set to restrict irrigation to the application rates and durations necessary to maintain landscaping.
- Recirculating Hot Water Systems: use of recirculating water systems, where feasible.
- Interior Fixtures and Appliances: High-efficiency water fixtures (e.g., faucets, toilets) would be used in all MVWPSP construction.
- Energy Star: Use of Energy Star appliances that minimum water use would be encouraged.

Lighting

Lighting would be used both for safety and to establish the character of the development. Interior lighting would be designed to prevent light from spilling outdoors. Exterior light fixtures would be the lowest possible wattage and energy efficient, and lighting would be minimized during non-active hours (11:00 p.m. until dawn). Exterior lighting would illuminate only the area needed for safety and security. Outdoor light fixtures for parking areas, buildings, pedestrian areas, and roadways would be shielded, directed downward to preserve the night sky, and directed away from residential areas to minimize light and glare effects on adjacent residences. Timers would be implemented on lighting fixtures near buildings, where applicable, to avoid continual illumination. The exterior lighting requirements would be incorporated into the covenants, conditions, and restrictions (CC&Rs) for individual projects.

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.

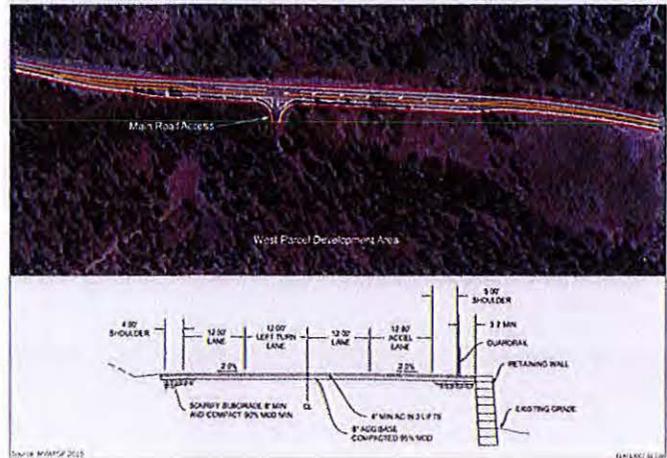
Homeowner Amenities - Up to 22,000 square feet of homeowner amenities would be provided onsite, which could include one or more of the following: fitness centers, swimming pool, spas and treatment rooms, tennis courts, basketball/sports courts, concierge services, and meeting rooms. Homeowner amenities 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:

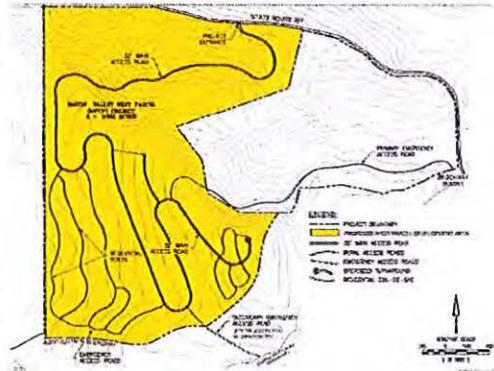
- Northbound (westbound) through lane
- Southbound (eastbound) through lane

- 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 above, 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)

Snow Storage

The project site is in an area that experiences relatively heavy snowfall during most winter months. All future small lot tentative maps will be required to identify snow storage areas and how those areas would accommodate snow removal maintenance procedures. Snow storage areas would be located onsite within privately owned property; a 20-foot snow storage easement would be established on either side of the main access road. Best management practices (BMPs) to meet Lahontan Regional Water Quality Control Board regulations would be installed at snow storage areas, and all snowmelt would be diverted to the MVWPSP drainage system.

Chain Control

Turnouts would be provided onsite along the main access road outside of the Caltrans right-of-way and private road easements for the main access road to allow drivers to stop and put chains on before exiting onto SR 267. Residents would also be notified when chain-controls are in place by signage or other means (e.g., electronic media).

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

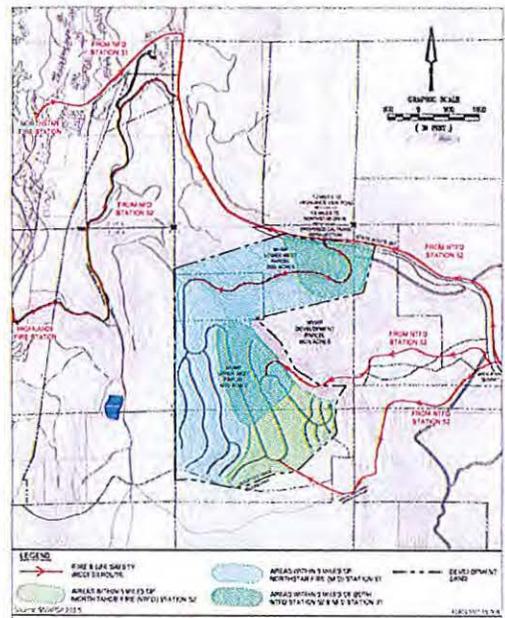
gas transmission line is located in the SR 267 right-of-way. SBC would likely provide telephone service to the project.

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.

Construction Methods

The project would use traditional construction methods and materials, including mass excavation; vertical shoring; cast-in-place concrete footings, walls, columns, and decks; structural steel; light metal framing with wood and stone veneers; metal roofing; and landscaping and hardscaping. Blasting would not be widespread; however, localized blasting of bedrock and large boulders may be required during excavation, utility trench construction, and roadway and parking area subgrade preparation. Specialized blasting techniques would be used to minimize ground vibration and prevent flying debris. The developer would comply with applicable County ordinances that relate to blasting and use only state-licensed contractors to conduct these operations. Approximately 1 million cubic yards of excavated material would be moved within the West Parcel development area during grading. The goal for each phase would be for balanced sites, minimizing off haul or import of earth materials. Rocks removed during excavation would be stored onsite for use in retaining walls. Construction materials that are not available onsite (e.g., aggregate base rock, asphalt, concrete) would be imported. The non-development areas would be protected from disturbance to maximize preservation of specimen trees and native vegetation.

Construction staging areas would be established during each phase of project development. Fenced staging areas would be located on disturbed sites and would be used for vehicles, equipment, materials, fuels, lubricants, and solvent storage. Stockpiling and vehicle staging areas would be identified in the improvement plans and would be located as far as practical from existing dwellings and protected resources.

Temporary BMPs would be used extensively during construction, such as silt fences and tree protection features, as listed in Appendix E of the MVWPSP. In addition, a stormwater pollution prevention plan would be prepared and submitted to the Lahontan RWQCB.

REQUESTED ENTITLEMENTS:

The Planning Commission will consider and make a recommendation to the Board of Supervisors on the following requests: 1) Adoption of the Martis Valley West Parcel Specific Plan (MVWPSP), Development Standards and Design Guidelines; 2) Amendments to the Martis Valley Community Plan Page 15

(MVCP) to (a) amend the Land Use Diagram to incorporate the MVWPSP land use designation and (b) add Goal 6.J. and associated policies related to emergency preparedness; 3) Rezonings: (a) 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); (b) a rezone of all remaining acreage in the "West Parcel" from OS (Open Space) to SPL-MVWPSP (Specific Plan – Martis Valley West Parcel Specific Plan); and (c) a rezone of 670± acres of the "East Parcel" of the MVWPSP from RS (Single-Family Residential) and C-1 (Neighborhood Commercial) to TPZ (Timberland Production Zone); 4) Approval a Large-Lot Vesting Tentative Subdivision Map; and 5) Approval of a Development Agreement. The Planning Commission will also consider and make a recommendation to the Board on the certification of the Final EIR for Martis Valley West Parcel Specific Plan, the Mitigation Monitoring and Reporting Program and the CEQA Findings of Fact and Statement of Overriding Considerations.

The approvals requested and analyzed in this staff report are described in more detail below:

Adoption of the Martis Valley West Parcel Specific Plan (MVWPSP)

As part of the requested actions, the Board will consider the approval of the Martis Valley West Parcel Specific Plan. In accordance with Section 17.58.200 of the Placer County Zoning Ordinance, the 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.

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

As part of the requested actions, the Board will consider the approval of the Martis Valley West Parcel Specific Plan Development Standards and Design Guidelines. The Development Standards and Design Guidelines are provided as a separate document accompanying the Specific Plan for the purpose of addressing the uses and standards within the Martis Valley West Parcel area, and will be adopted by separate action.

The Development Standards will be adopted by ordinance and the Design Guidelines by Resolution and will be incorporated as Appendix B to the Specific Plan. The Development Standards supersede the Placer County Zoning Ordinance and will serve as the zoning regulations governing development, improvements, and construction within the plan area. The standards and guidelines will supersede, replace and will take precedence over conflicting County standards governing the plan area. The Design Standards and Guidelines will also provide intent and direction for design-related aspects of the MVWPSP development.

Amendments to the Martis Valley Community Plan

The Applicant is proposing amendments to the Martis Valley Community Plan. The Martis Valley Community Plan Land Use Diagram will be amended to identify the project area as SPL-MVWPSP. Additionally, a text amendment is proposed to the Martis Valley Community Plan to address the Emergency Preparedness Evacuation Plan (EPEP) for the Martis Valley West Parcel project and requirements for such plans for future development projects subject to the Martis Valley Community Plan.

The Martis Valley Community Plan will be modified to include a new Goal and Policies under Section VI: Public Facilities and Services, of the Martis Valley Community Plan, to ensure that the MVWPSP and 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.

Specifically, the text of the Martis Valley Community Plan will be amended to include a Goal that addresses the protocols for emergency events, such as fire, avalanche, seismic and flood protection measures. To support the recommended Goal, two policies are proposed to assist in achieving the Goal of the EPEP requirements. These policies guide the developer in the requirements for achieving the Goal (i.e. prepare and implement an EPEP and demonstrate compliance with the East Side Emergency Access Plan).

Specifically, the following language is proposed for the Goal and Policies recommended 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 East Side Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.

Rezoning:

Immediate withdrawal from TPZ

As part of the MWWPSP project, the applicant is proposing to 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	MWWPSP (Martis Valley West Parcel Specific Plan)
ZONING:	TPZ, Single-Family Residential, Neighborhood Commercial, Open Space	TPZ, Open Space
WEST PARCEL	EXISTING	PROPOSED
LAND USE DESIGNATIONS:	Forest, Open Space	MWWPSP (Martis Valley West Parcel Specific Plan)
ZONING:	TPZ, Open Space	SPL-MWWPSP

The 390 acres of the West Parcel designated as Forest would be zoned SPL-MWWPSP but would be intended for TPZ purposes within the Specific Plan. This would include the 325 acres in the southern portion of the West Parcel, which would be preserved as forested open space except for the EVA and/or recreational trails. It would also include 65 acres in the northern area, preserved as forested open space except for utility alignments and/or recreational trails. Timber harvesting could also continue pursuant to an approved Timber Harvest Plan. Of the West Parcel, 662 acres, is proposed for immediate rezone from TPZ to SPL-MWWPSP. If approved the immediate rezone would be "tentative" and requires a Timber

Conversion Plan and the request is subject to approval by the California Board of Forestry (through CAL FIRE). A rezone is proposed of all of the remaining acreage in the "West Parcel" from OS (Open Space) to SPL-MVWPSP (Specific Plan – Martis Valley West Parcel Specific Plan). A rezone is proposed of 670± acres of the "East Parcel" of the MVWPSP from RS (Single-Family Residential) and C-1 (Neighborhood Commercial) to TPZ (Timberland Production Zone). Additionally, all tree removal would be subject to a Timberharvest Permit (THP), prepared by a Registered Professional Forester licensed to prepare such plans and approved by the Board of Forestry.

Large-Lot Vesting Tentative Subdivision Map

A large lot vesting tentative map (LLVTM) is proposed for the purpose of financing and sale; however, the large lot tentative map would be conditioned to convey no development entitlements to the resulting parcels. The LLVTM 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. 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. Furthermore, each subsequent Small Lot Final Map must comply with all Small Lot Tentative Map conditions of approval and the Martis Valley West Parcel Development Agreement, Specific Plan, Development Standards, and Design Guidelines.

Development Agreement

Pursuant to Section 17.58.240, the Planning Commission is charged with holding a public hearing, accepting testimony and making a recommendation to Board of Supervisors on the proposed Development Agreement. The Planning Commission must make findings as to whether or not the proposed Development Agreement is: (a) consistent with the objectives, policies, general land uses and programs specified in the County General Plan; (b) compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is location; (c) in conformity with public convenience, general welfare and good land use practice; (d) will be detrimental to the health safety and general welfare of persons residing in the County; and (e) will adversely affect the orderly development of property or the preservation of property valued. A Draft Development Agreement is included as Attachment H and discussed in greater detail later in this report

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 EIR / Environmental Impact Statement (EIS) was originally issued by Placer County and the Tahoe Regional Planning Agency (TRPA) on March 28, 2014 for the original MVWPSP and Area Plan proposals, which included the same amount of development as the current MVPSP but on a larger West Parcel that included 122.8 acers within the Lake Tahoe Basin. The NOP was sent to the California and Nevada State Clearinghouses, federal, state, and local agencies, and members of the public. Four public scoping meetings were held to provide agencies and the public with the opportunity to learn more about the MVWPSP and Area Plan and to provide input as to the issues that should be addressed in the EIR/EIS. The scoping meetings were held as follows: April 9, 2014 at the TRPA Advisory Planning Commission, as an information item, in Stateline, Nevada; April 16, 2014 at the Cedar House Sport Hotel in Truckee; April 16, 2014 at the North Tahoe Event Center in Kings Beach; and, April 24, 2014 at the TRPA Governing Board meeting, a consent calendar item, in Stateline, Nevada.

At each of these meetings, Placer County and TRPA staff made presentations to describe the proposed project and to discuss key environmental issues identified in preliminary analyses using the TRPA Initial Environmental Checklist and CEQA Initial Study Environmental Checklist.

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 Placer County would be preparing an EIR for the revised project. The EIS was no longer required pursuant to TRPA regulations because the MVWPSP no longer included in the Area Plan and there were no lands under the jurisdiction of the TRPA.

The Draft EIR was released on October 22, 2015 for public review and comment for initially a 45-day period (ending on December 7, 2015). At the request of the public, the Draft EIR comment period was extended by 15 days for a total review period of 60 days, ending on December 22, 2015. The Draft EIR was submitted to the California State Clearinghouse; distributed to public agencies, interested parties, and organizations; and was made available for public review at the Kings Beach, Tahoe City and Truckee Libraries and at the Placer County Community Development Resource Agencies in both Tahoe City and Auburn. The Draft EIR was also available on the County's website.

A public hearing on the Draft EIR was held on November 19, 2015 at the North Tahoe Event Center in Kings Beach where input from agencies and the public on the Draft EIR was received.

On May 3, 2016, the County released the Final EIR, which included responses to comments received on the Draft EIR. The Draft EIR and the Final EIR together constitute the Final EIR (MVWPSP EIR) for the project. The Board of Supervisors is responsible for certifying the Martis Valley West Parcel Specific Plan Final EIR and ultimately acting on the proposed project, after consideration of the Planning Commission's recommendation. The certification of the Final EIR would require adoption of Findings and a Statement of Overriding Considerations and the Mitigation Monitoring and Reporting to explain how the project has incorporated all feasible mitigation measures and how the project's benefits outweigh the unavoidable adverse environmental impacts of the proposed project.

Errata

There were minor revisions made to the Draft and Final EIR as shown in Attachment F. These changes are primarily clean-up items, clarification, or additions to the Draft and Final EIR 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 do not trigger the need to recirculate the EIR for further review and comment as provided for under CEQA Guidelines Section 15088.5.

Martis Valley West Specific Plan EIR (MVWPSP EIR)

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 has 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 has 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 MVWP includes Development Standards that required lighting practices and systems that will minimize light pollution, glare, and light trespass, and that conserve energy while maintaining nighttime safety, utility, security and productivity. In addition, 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.

Because the MVWPSP already includes requirements that would limit light sources to the minimum amount necessary to maintain nighttime safety, utility, security and productivity; no additional mitigation is feasible to reduce this considerable contribution to the cumulative impact therefore, this cumulative impact is 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 ratio 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 both 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 GHG impacts, if they were to occur, would be feasibility mitigated to any future adopted GHG targets 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.

The California Environmental Quality Act (CEQA) recognizes and authorizes the approval of projects where not all adverse impacts can be fully mitigated to a less than significant level. As such, the decision-making body will be required to adopt the CEQA Findings of Fact and Statement of Overriding Considerations to satisfy this requirement (Attachment G). Specifically Section 15091 of the CEQA Guidelines provides that no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. Additionally, the lead agency must not approve a project that will have a significant effect on the environment unless it finds that specific overriding economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects (CEQA Guidelines Section 15093). The findings must be supported by substantial evidence in the whole of the record. The Statement of Overriding Considerations must also be supported by substantial evidence in the whole of the record. Project alternatives may be rejected as “infeasible” in this document provided such a finding is supported by substantial evidence in the whole of the record.

Project 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;
- Alternative 2: No Project – Martis Valley Community Plan Alternative;
- Alternative 3: Reduced Density Alternative; and
- Alternative 4: Reduced Footprint, Hotel Alternative
- Alternative 5: East Parcel Reduced Density Alternative

Alternative 1: No Project – No Development Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the No Project Alternative "[...] shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (*Id.*, subd. [e][2] "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property's existing state versus environmental effects that would occur if the project were approved." (*Id.*, subd. [e][3][B])

Under Alternative 1, the No Project – No Development Alternative, no actions would be taken and both the East Parcel and the West Parcel would remain unchanged from current conditions, undeveloped forested land. Although the existing MVCP allows for development of residential and commercial uses on the East Parcel, the Tahoe Basin Plan Area Statements 019 and 013 allow for development of campsites or summer homes, and Nevada County allows for very low density residential uses with a 160 acre minimum parcel size, this alternative assumes that no development would occur on either the East or the West Parcels to allow for analysis/comparison of development alternatives to the undeveloped site conditions. It is assumed that land zoned Forest and under Timberland Production Zone (TPZ) would remain unharvested (i.e., no timber harvest would occur). With the exception of those goals pertaining to conservation of large, intact and interconnected areas of natural open space and prevent fragmentation of habitat, the No Project – No Development Alternative would not meet any of the project objectives and would not be consistent with the goals and objectives of the MVCP or the Placer County General Plan. However, this Alternative would avoid significant and unavoidable impacts associated with visual resources, transportation and circulation, and greenhouse gas emissions and climate change as opposed to the proposed MWWPSP project.

While Alternative 1, the No Project – No Development Alternative, is the environmentally superior alternative, as all of the significant impacts of the project would be avoided, CCR Section 15126.6 suggests that "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Alternative 2: No Project – Martis Valley Community Plan Alternative

Under Alternative 2, the No Project – MVCP Alternative, the existing Placer County MVCP land use plan and zoning would remain in place. The majority of the 6,376-acre East Parcel and all of the West Parcel are designated Forest and zoned TPZ. However, the MVCP designates approximately 670 acres of the

East Parcel as Low Density Residential and General Commercial; this area, is zoned Single-Family Residential and Neighborhood Commercial.

Under this alternative, development would occur pursuant to the MVCP land use designations which following the expiration of the TPZ, over a 20 year period, up to 1,360 dwelling units would be developed on the East Parcel and 6.6 acres of commercial land uses. It is assumed that Alternative 2 would have a proportionate amount of commercial and recreation uses equating to approximately 61,500 square feet of commercial space and 39,500 square feet of homeowner recreational amenities. There would be no conservation easement or sale of East Parcel Forest lands to a conservancy or land trust. The Development Standards and Design Guidelines for development of the East Parcel would be based on Section IV, Community Design, of the MVCP and the Placer County Design Guidelines Manual which would also guide and establish the Development Standards for maximum coverage, setbacks, height limitations, address exterior lighting, landscaping, etc.

Under this alternative, Alternative 2, the No Project – MVCP Alternative, would result in a larger footprint of development on the East Parcel, resulting in greater impacts to forest resources; biological resources; transportation (increased vehicle trips); air quality; GHG emissions; noise; utilities; and public service and recreation. This alternative could result in additional potentially significant impacts to biological resources resulting from the disruption of a potential wildlife movement corridor. Similar impacts related to population, employment and housing; cultural resources; visual resources; geology and soils; and hazards and hazardous materials would result with the implementation of Alternative 2. This alternative would not meet the project objectives described in Section 19.1.1 of the DEIR and in particular, it would not meet the following project objectives, which are intended to provide environmental benefits:

- Conserve large, intact and interconnected areas of natural open space that contributes to the last remaining habitat linkages between the Sierra Nevada and Mount Rose Wilderness Area in the Carson Range;
- Minimize habitat fragmentation by development and roads to protect open space from human encroachment;
- Implement a density transfer and retirement by permanently retiring 600 East Parcel residential units and transferring 760 residential units and 6.6 acres of commercial uses from the East Parcel to the West Parcel while preserving in perpetuity 6,376 acres in conservation lands;
- Minimize isolated development that leads to fragmentation of open space and natural resources by developing on lands in proximity to existing development; and;
- Limit new infrastructure and disturbance by developing on lands in proximity to existing development.

Additionally, this Alternative 2 would have similar and/or greater impacts to Land Use and Forest Resources, Population Employment and Housing, Cultural Resources, Air Quality, Noise, Geology and Soils, Hydrology and Water Quality, Utilities, Public Services and Recreation and Hazards and Hazardous Materials with the potential for a new significant and unavoidable impact could occur as it relates to Biological Resources. The same significant and unavoidable impacts associated with the proposed MVWPSP project as it relates to Visual Resources, Transportation and Circulation and Greenhouse Gas Emissions and Climate Change would apply to Alternative 2, the No Project – MVCP Alternative.

Alternative 3: Reduced Density Alternative

Similar to the proposed project, Alternative 3, the Reduced Density Alternative, would reduce the number of dwelling units on the West Parcel by approximately 45 percent (a reduction of 342 units) and the commercial development would also be reduced by 45 percent resulting in approximately 3.6 acres (approximately 19,000 square feet). In all other respects, Alternative 3 would be the same as the proposed MVWPSP project. Based on the potential intersection and roadway impacts, this alternative was formulated to determine whether the magnitude of the significant and unavoidable impacts identified for the proposed project could be reduced. This alternative would reduce the number of dwelling units to a degree that would reduce the magnitude of the significant traffic impacts identified for the proposed MVWPSP while still representing a feasible project. By virtue of its reduced level of development, it would result in largely commensurate impact reductions in virtually all environmental issue areas.

Alternative 3, the Reduced Density Alternative, would result in similar impacts to the MVWPSP, but the reduction in development footprint, units, and population would reduce the severity of the impacts for all resources affected by the proposed project. Nonetheless, Alternative 3 would not avoid the significant and unavoidable impacts of the proposed MVWPSP. This alternative, however, would meet the basic project objectives.

Alternative 4: Reduced Footprint, Hotel Alternative

The Reduced Footprint, Hotel Alternative, would reduce the area of surface disturbance that would occur with the proposed MVWPS while developing a year-round active outdoor recreation resort focused on hiking, cycling, and cross-country skiing. Alternative 4 would reduce the number of residential units by 260 units to a total of 500 units, would include a 100-unit resort hotel and a 150-space parking lot. The amount of commercial development to serve the residents would be decreased proportionally, but there would be commercial space within the hotel to serve its guests and a commercial area for the resort activities. This Alternative would include similar trails as the proposed project, but portions would be available only to guests of the resort. Other features of this alternative would be similar to the proposed MVWPSP project. This alternative is considered because, by virtue of its smaller development footprint, it would reduce impacts resulting from surface disturbance and consumption of forested land, but would provide a recreation focus, consistent and compatible with nearby resort development.

Alternative 4, the Reduced Footprint, Hotel Alternative, would also reduce the footprint of development, the number of units, and the population, which would result in a smaller area of ground disturbance, removal of fewer trees, some reduction to peak hour vehicle trips, and reduced potential for impacts to cultural resources. Therefore, Alternative 4 would reduce potential impacts related to forest resources; population, employment and housing; cultural resources; visual resources; transportation and circulation; geology and soils; hydrology and water quality; utilities; public services; and hazards and hazardous materials. However, this alternative would result in similar impacts biological resources, air quality, GHGs, noise and it would not avoid any significant and unavoidable impacts, although it would meet the basic project objectives.

Alternative 5: East Parcel Reduced Density Alternative

In response to comments received on the Draft EIR (comments IO31-45 and IO31-46), which suggested additional alternatives be evaluated in the EIR. As a result, the Draft EIR was revised to include Alternative 5: East Parcel Reduced Density Alternative which would reflect the same features as Alternative 2, the No Project – MVCP Alternative, described in Section 19.5 of the Draft EIR, 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. In all other respects, this alternative would be same as Alternative 2, the No Project – MVWPSP. As with Alternative 3, the West Parcel Reduced Density Alternative, the unit count of 418 would reduce the magnitude of the

significant traffic impacts of the proposed MVWPCP. By virtue of its reduced level of development, it would result in largely commensurate impact reductions in virtually all environmental issue areas.

The majority of the 6,376-acre East Parcel and all of the West Parcel are designated Forest and zoned TPZ. However, the MVCP designates approximately 670 acres of the East Parcel as Low Density Residential and General Commercial, with corresponding zoning of Single-Family Residential and Neighborhood Commercial (Exhibit 19-1). Under Alternative 5, development would occur pursuant to the MVCP land use designations, as described for Alternative 2, above. However, the area zoned Single-Family Residential and Neighborhood Commercial would be reduced to 200 acres, and the balance (470 acres) would be rezoned as TPZ and designated Forest, to be preserved with the remainder of the East Parcel. In addition, the number of residential units would be reduced to 418. Similarly, commercial development would be constructed, but would also be reduced, resulting in approximately 3.6 acres (approximately 19,000 square feet) of commercial development. All other development details would be the same as Alternative 2, including utilities, roads, recreational amenities, and project phasing. Under Alternative 5, there would be no conservation easement or sale of lands to a conservancy or land trust.

As with Alternative 2, Alternative 5, the East Parcel Reduced Density Alternative, would involve no development on the West Parcel, which would remain designated Forest and zoned TPZ.

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 MVWSP.

DISCUSSION OF ISSUES:

General Plan Consistency

As previously described, the project consists of two components: the East Parcel and the West Parcel. The 5,706 acres of the East Parcel is currently designated Forest and 670 acres are designated Low Density Residential and 6.6 acres of the 670 acres is designated General Commercial. The East Parcel is proposed to be redesignated MVWSP and rezoned TPZ. The 1,052 acres of the West Parcel is currently designated as Forest per the Martis Valley Community Plan and proposed to be redesignated the MVWSP and will be rezoned SPL-MVWSP.

The amendment to the Martis Valley Community Plan Land Use Diagram is required to designate the Project Areas as “Martis Valley West Parcel Specific Plan”. The MVWSP would serve as the policy document governing the development of this area and would set forth a land use-planning framework for development within the 662-acre SPL-MVWSP zone on the West Parcel and conservation of the East Parcel. The MVWSP includes Development Standards that would establish the specific regulations to direct site layout and building specifications (e.g., setbacks and height limits) and other aspects of development. The adoption of the MVWSP would be consistent with the overall land use and policy framework of the MVCP and Placer County General Plan. The MVWSP objectives, policies, definition of allowable uses, Development Standards, and Design Guidelines are consistent with the pertinent

provisions of the MVCP and Placer County General Plan. Therefore, no conflicts with the overall intent of relevant plans, policies or zoning would occur.

The MVWPSP will be consistent with the land use policies of the MVCP, will be compatible with surrounding land uses, will not conflict with existing land use designations or zoning, or plan policies adopted for the purpose of avoiding or mitigation an environmental effect. With the incorporation of the recommended mitigation measures described in the MVWPSP EIR, the project will be consistent with the Biological Resources, Cultural Resources, Noise, Geology and Soils, Hydrology and Water Quality, Utilities, Public Service and Recreation, and Hazards and Hazardous Materials elements in the MVCP and Placer County General Plan.

As the Draft EIR identified significant unavoidable impacts in areas such as Visual, Transportation, Parking and Circulation, Air Quality, Greenhouse Gas Emissions and Climate Change, consideration will need to be given to the specific overriding economic, legal, social, technological, or other benefits of the project and a determination made as to whether said benefits outweigh the Project's impacts both at a project level and cumulatively for each of these significant impact areas as more fully stated in the Statement of Overriding Considerations in Attachment G.

The project will also be consistent with the Population, Employment, and Housing land use designations in the General Plan in that while the project is anticipated to generate new full-time equivalent employees, the project will be consistent with General Plan Policy Housing Policy C-2 based on the proposed employee housing obligation as described within the *Development Agreement* section of this staff report.

Traffic and Circulation

The MVWPSP would create impacts to intersection operations, roadway segments, impacts to transit, construction-related traffic impacts, both on a project level and cumulatively. Specifically, at a project-level the MVWPSP would:

- Worsen already unacceptable operations (i.e., already beyond the acceptable threshold) at the SR 267/I-80 WB Ramps, SR 267/Schaffer Mill Road/Truckee Airport Road and SR 267/Highlands View Road intersections during the winter peak hour;
- Worsen traffic congestion on the five SR 267 segments between the Town of Truckee/Placer County Line and SR 28, 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 ratio of 0.05 or more, for both the summer and winter peak hours;
- Generate employee and truck trips, which would use segments of SR 267. These activities could cause lane closures, damage to roadways, and increased congestion.

However, with the incorporation of mitigation, including but not limited to, working with Caltrans on optimizing the signal timing at the aforementioned intersections, pay impact fees for future roadway improvements to SR 267; payment of annual transit fees; join and maintain membership with the Truckee-North Tahoe Transportation Management Association, and; develop and implement a construction traffic management plan will reduce these identified impacts to a less than significant level.

Cumulatively, the MVWPSP would worsen operations to unacceptable levels or exacerbate already unacceptable operations at the intersections described below.

- SR 267/I-80 WB Ramps – operations would worsen as follows:
 - Summer peak hour: LOS D to E (14 second increase in delay)
 - Winter peak hour: LOS F operations exacerbated (19 second increase in delay)

- SR 267/I-80 EB Ramps – operations would worsen as follows:
 - Winter peak hour: LOS F operations exacerbated (10 second increase in delay)
- SR 267/Brockway Road/Soaring Way – operations would worsen as follows:
 - Summer peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
 - Winter peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
- SR 267/Schaffer Mill Road/Truckee Airport Road – operations would worsen as follows:
 - Summer peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
 - Winter peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
- SR 267/Highlands View Road – operation would worsen as follows:
 - Summer peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
 - Winter peak hour: LOS F operations exacerbated (delay exceeds 200 seconds)
- SR 267/Project Access Roadway – operation would exceed LOS threshold:
 - Summer peak hour: LOS F operations
 - Winter peak hour: LOS F operations

Six of the study intersections would operate at unacceptable LOS F under cumulative conditions with the proposed project, either degrading from an acceptable level of service or substantially exacerbating already unacceptable operations.

The Project would worsen operations to unacceptable levels or exacerbate already unacceptable operations at six of the intersections on SR 267 between the Town of Truckee/Placer County Line and SR 28. During the Winter peak hour, the current LOS F would be exacerbated at all five existing intersections and LOS F is expected at the SR 267/Project Access Roadway intersection. During the Summer peak hour, the current LOS F would be exacerbated at the SR 267/Brockway Road/Soaring Way, SR 267/Schaffer Mill Road/Truckee Airport Road, and SR 267/Highlands View Drive intersections, and LOS F is expected at the SR 267/Project Access Roadway intersection. Operations at the SR 267/I-80 WB intersection would degrade from LOS D to E during the Summer peak hour. To lessen these effects, the Project is required to implement Cumulative Mitigation Measures 10-8a through 10-8f. Specifically, the Project will provide signage on Highlands View Drive directing motorists to access SR 267 northbound via Ridgeline Drive and Northstar Drive, and shall be subject to payment of traffic impact fees to Placer County for future improvements to SR 267. The fees paid by the Project will not cover the costs of making the improvements necessary on SR 267 to reduce the impacts to less-than-significant levels. However, the project will pay its “fair share” of those costs. In addition, neither the TIF nor the Placer County CIP include widening SR 267 south of Brockway Summit, so SR 267 would remain a two lane road at the Project Access Roadway intersection. Therefore, these impacts are considered significant and unavoidable.

Additionally, cumulatively, the project would impact roadway segments and would exacerbate already unacceptable operations. Although widening of SR 267 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, SR 267 was assumed to remain two lanes under cumulative conditions for reasons described in Section 10.3.5 of the Final EIR. As a two-lane highway, SR 267 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 SR 267 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 ratio by 0.05 (an increase by 0.05 or more is considered significant). For the five SR 267 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 in V/C ratio of 0.05 or greater than segments projected to operate unacceptably without the project.

Implement Mitigation Measure 10-2. The widening of SR 267 to four lanes from Brockway Road to Brockway Summit would result in LOS D or better traffic operations on the study segments from Brockway Road to the Project Access Roadway during the summer and winter peak hours. As previously discussed, the widening of SR 267 to four lanes from Brockway Road to Brockway Summit is identified in both the Town of Truckee TIF Program and the Placer County CIP. The project would pay traffic impact fees that could be used for those portions of SR 267 located within Placer County. The Placer County CIP does not include widening of SR 267 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 Roadway to SR 28.

The Project would worsen traffic congestion on the five SR 267 segments between the Town of Truckee/Placer County Line and SR 28, 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 ratio of 0.05 or more, for both the summer and winter peak hours. To lessen these impacts the Project is required to implement Cumulative Mitigation Measure 10-9. Specifically, the Project shall be subject to payment of traffic impact fees ("TIF") to Placer County for future improvements to SR 267. The fees paid by the Project will not cover the costs of making the improvements necessary on SR 267 to reduce the impacts to less-than-significant levels. However, the project will pay its "fair share" of those costs. In addition, neither the TIF nor the Placer County CIP include widening SR 267 south of Brockway Summit, so SR 267 would remain a two lane road at the Project Access Roadway intersection. Therefore, these impacts are considered significant and unavoidable. However, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report and it can be found that these considerations outweigh the project's cumulative impacts to intersection operations.

Vehicles Miles Traveled (VMT)

The vehicles miles traveled (VMT) generated by the project both generally and in the Tahoe Basin (TRPA boundary) is also of concern. The project is not located in the Basin and is not under the jurisdiction of the Tahoe Regional Planning Agency (TRPA), so the TRPA thresholds are not used as standards of significance in the EIR. The TRPA oversees development in the Tahoe Basin and which is responsible for achieving and maintaining specific environmental standards known as environmental threshold carrying capacities, or "thresholds". One of TRPA's air quality environmental thresholds pertains to VMT. 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. Again, 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.

On a peak travel day, the project would generate approximately 13,745 VMT within the Tahoe Basin. Total VMT in the TRPA boundary was estimated in the Regional Transportation Plan of TRPA to be 1,984,600 for summer 2010 conditions. Based on this benchmark, which is considered the best available date, the project would result in an estimated 0.7 percent increase in VMT within the TRPA boundary. The addition of the project's VMT to the 2010 summer value would result in 1,998,345 VMT, which remain below the VMT threshold of 2,067,600. Therefore, the resulting VMT generated by the MWWPSP would not cause the TRPA VMT threshold to be exceeded. Furthermore, Mitigation Measure 10-5 would generate permanent ongoing funding to expand transit services, which would reduce VMT impacts of the projects in the Basin. The payment of fees to support transit parallels the payment of the fee required under Chapter

65 of the TRPA Code of Ordinances which are used for a variety of strategies to reduce air emissions associated with vehicular travel, including funding of transit services and transit marketing. Additionally, the project will be subject to the payment of a regional fee annually which is described in the Development Agreement section of this staff report.

Timberland Production Zone (TPZ) Withdrawal

Per Section 17.16.010 of the Placer County Zoning Ordinance, the purpose of the Timberland Production Zone (TPZ) is to encourage prudent and responsible forest resource management and the continued use of timberlands for the production of timber products and compatible uses. The zone is established in conformance with the Forest Taxation Reform Act of 1976 (California Government Code Section 51100 et seq.). Furthermore, the TPZ district is intended to be an exclusive area for the growing and harvesting of timber and those uses that are an integral part of a timber management operation. The TPZ district replaces the use of the Williamson Act contracts on timberland. A TPZ is a 10-year land use restriction to growing and harvesting timber, and to compatible uses approved by the County. In return, taxation of timberland under a TPZ is based only on such restrictions in use. Historically, the West Parcel has been used for mining and logging, as well as other recreational uses and previously described in this staff report.

The 390 acres of the West Parcel designated as Forest would be zoned SPL-MVWPSP but would retain the TPZ use per the Specific Plan. This would include the 325 acres in the southern portion of the West Parcel, which would be preserved as forested open space except for the EVA and/or recreational trails. It would also include 65 acres in the northern area, preserved as forested open space except for utility alignments and/or recreational trails. Timber harvesting could also continue pursuant to an approved Timber Harvest Plan.

The 662 acres of the West Parcel that would be redesignated from Forest to SPL-MVWPSP is proposed to be immediately rezoned from TPZ, which would require a Timber Conversion Plan, subject to recommendation of approval by the Placer County Board of Supervisors and approval from the California Board of Forestry (through CAL FIRE). Additionally, all tree removal would be subject to a Timberharvest Permit (THP), prepared by a Registered Professional Forester licensed to prepare such plans and approved by the Board of Forestry.

The 670 acres of the East Parcel which was originally designated for residential and general commercial is proposed to be redesignated MVWPSP and retain the zoning of TPZ, which had been the zoning prior to the roll out of it in December of 2013.

Per Section 17.16.010 C. *Requirements for Establishment of Timberland Production Zoning* of the Placer County Zoning Ordinance, owners of timberland not included on state Lists A or B (California Government Code Section 51110 and Section 51110.1, respectively) may request rezoning of property to the TPZ district as follows, and as provided in Section 17.060.090 *Ordinance amendments and rezonings*: an application together with a petition for rezoning to TPZ which shall include a map showing the legal descriptions or assessor's parcel numbers of the property to be rezoned; a forest management plan, which shall be prepared or approved as to content by a California-registered professional forester. The forest management plan shall include discussion and recommendation on at least one of the following:

- i. A history of past commercial harvesting operations and recommendations for future operations;
- ii. Provisions for legal and physical access to the property to enable commercial operations;
- iii. Disease or insect control work;
- iv. Thinning, slash disposal, pruning and other appropriate silvicultural work;

- v. A fire protection plan including a fuel management program;
- vi. Erosion control on existing roads and skid trails and maintenance of existing roads;
- vii. Planting of a significant portion of the understocked areas of land;
- viii. Whether the parcel currently meets the timber stocking standards in Public Resources Code Section 4561 and the Board of Forestry forest practice rules for the district where the parcel is located and, if not, whether the parcel can meet such standards within five (5) years.

Pursuant to the requirements of Section 17.16.010, a Forest Management Plan was prepared for the project in accordance with the requirements for establishment of Timberland Production Zoning. A Forest Management Plan was prepared for a portion of the East Parcel and the Martis Valley West Parcel for rezoning back into TPZ. The Forest Management Plan was prepared by North Valley Resource Management in May of 2016, see Attachment I.. The 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 viable for forest management and timber harvest to continue without significant infrastructure improvements or construction. Further, the Forest Management Plan state that maintaining the existing road system is of significant importance to the overall management of the parcel. Necessary maintenance activities include maintaining effective surface drainage on the roads, such as critical dips, the slope of the surface of the road, and keeping any inside ditches and drainage structures cleared. A stable and passable road system is integral to supporting fire suppression efforts, should they be needed in the event of wildfire. This continued maintenance is also of utmost importance for reducing potential erosion of the roadways over time.

The rezone of the East Parcel into TPZ will not affect legal access into the parcel, nor is forest management prevented by lack of access in that the surrounding parcels are also owned by Sierra Pacific Industries. Furthermore, it was recommended by North Valley Resource Management that continued efforts to remove suppressed and infected trees from the timberlands is recommended to protect current and future forest health. To ensure continued timber production, it was recommended that brush continue to be treated as feasible with current and future forest management activities, when necessary, reduce brush where it presents a threat to conifer regeneration will provide for continued timber production, continued periodic thinning will redistribute tree growth onto fewer stems per acre, providing for hastened average tree growth.

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, a hearing, and a four-fifths vote of the full body of the County Board of Supervisors (or council) to tentatively approve the rezoning. The Board's tentative approval, accompanied by the following specific written findings, 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. The findings must address 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.

Upon final approval of conversion, the State Board of Forestry and Fire Protection would notify the Board of the approval, and the Board would remove the parcel from TPZ and specify new zoning.

Timberland Production Zone (TPZ) Withdrawal

Per Section 17.16.010 of the Placer County Zoning Ordinance, the purpose of the Timberland Production Zone (TPZ) is to encourage prudent and responsible forest resource management and the continued use of timberlands for the production of timber products and compatible uses. The zone is established in conformance with the Forest Taxation Reform Act of 1976 (California Government Code Section 51100 et seq.). Furthermore, the TPZ district is intended to be an exclusive area for the growing and harvesting of timber and those uses that are an integral part of a timber management operation. The TPZ district replaces the use of the Williamson Act contracts on timberland. A TPZ is a 10-year land use restriction to growing and harvesting timber, and to compatible uses approved by the County. In return, taxation of timberland under a TPZ is based only on such restrictions in use. Historically, the West Parcel has been used for mining and logging, as well as other recreational uses and previously described in this staff report.

The 390 acres of the West Parcel designated as Forest would be zoned SPL-MVWPSP but would retain the TPZ use per the Specific Plan. This would include the 325 acres in the southern portion of the West Parcel, which would be preserved as forested open space except for the EVA and/or recreational trails. It would also include 65 acres in the northern area, preserved as forested open space except for utility alignments and/or recreational trails. Timber harvesting could also continue pursuant to an approved Timber Harvest Plan.

The 662 acres of the West Parcel that would be redesignated from Forest to SPL-MVWPSP is proposed to be immediately rezoned from TPZ, which would require a Timber Conversion Plan, subject to recommendation of approval by the Placer County Board of Supervisors and approval from the California Board of Forestry (through CAL FIRE). Additionally, all tree removal would be subject to a Timberharvest Permit (THP), prepared by a Registered Professional Forester licensed to prepare such plans and approved by the Board of Forestry.

The 670 acres of the East Parcel which was originally designated for residential and general commercial is proposed to be redesignated MVWPSP and rezoned TPZ.

Per Section 17.16.010 C. *Requirements for Establishment of Timberland Production Zoning* of the Placer County Zoning Ordinance, owners of timberland not included on state Lists A or B (California Government Code Section 51110 and Section 51110.1, respectively) may request rezoning of property to the TPZ district as follows, and as provided in Section 17.060.090 *Ordinance amendments and rezonings*: an application together with a petition for rezoning to TPZ which shall include a map showing the legal descriptions or assessor's parcel numbers of the property to be rezoned; a forest management plan, which shall be prepared or approved as to content by a California-registered professional forester. The forest management plan shall include discussion and recommendation on at least one of the following:

- ix. A history of past commercial harvesting operations and recommendations for future operations;
- x. Provisions for legal and physical access to the property to enable commercial operations;
- xi. Disease or insect control work;

- xii. Thinning, slash disposal, pruning and other appropriate silvicultural work;
- xiii. A fire protection plan including a fuel management program;
- xiv. Erosion control on existing roads and skid trails and maintenance of existing roads;
- xv. Planting of a significant portion of the understocked areas of land;
- xvi. Whether the parcel currently meets the timber stocking standards in Public Resources Code Section 4561 and the Board of Forestry forest practice rules for the district where the parcel is located and, if not, whether the parcel can meet such standards within five (5) years.

Pursuant to the requirements of Section 17.16.010, a Forest Management Plan was prepared by North Valley Resource Management in May of 2016, see Attachment I. The 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 viable for forest management and timber harvest to continue without significant infrastructure improvements or construction. Further, the Forest Management Plan states that maintaining the existing road system is of significant importance to the overall management of the parcel. Necessary maintenance activities include maintaining effective surface drainage on the roads, such as critical dips, the slope of the surface of the road, and keeping any inside ditches and drainage structures cleared. A stable and passable road system is integral to supporting fire suppression efforts, should they be needed in the event of wildfire. This continued maintenance is also of utmost importance for reducing potential erosion of the roadways over time.

The rezone of the East Parcel into TPZ will not affect legal access into the parcel, nor is forest management prevented by lack of access in that the surrounding parcels are also owned by Sierra Pacific Industries. Furthermore, it was recommended by North Valley Resource Management that continued efforts to remove suppressed and infected trees from the timberlands is recommended to protect current and future forest health. To ensure continued timber production, it was recommended that brush continue to be treated as feasible with current and future forest management activities, when necessary, reduce brush where it presents a threat to conifer regeneration which will provide for continued timber production, continued periodic thinning will redistribute tree growth onto fewer stems per acre, providing for hastened average tree growth.

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, a hearing, and a four-fifths vote of the full body of the County Board of Supervisors (or council) to tentatively approve the rezoning by ordinance. The Board's tentative approval, accompanied by the following specific written findings, 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. The findings must address 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.

If final approval of conversion is approved, the State Board of Forestry and Fire Protection would notify the Board of the approval, and the tentative approval of the Board would become final and the zoning would change to the SPL-MVWSP zoning designation.

Fire Services

Based on Government Code Section 66474.02, before approving a tentative map (or a parcel map where a tentative map is not required) for an area located in a SRA or a very high fire hazard severity zone, such as the proposed MVWSP, the legislative body of the County must find that: the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by CAL FIRE pursuant to PRC Sections 4290 and 4291; structural fire protection and suppression services are developed; and ingress and egress meets the road standards for fire equipment access adopted pursuant to PRC Section 4290 and any applicable local ordinance. MVWSP Policies PSU-21 through PSU-26 require that project design features meet or exceed the fire and life safety requirements of NCSO Ordinance 28-13; that defensible space is established and maintained to meet the requirements of NCSO Ordinance 26-09; that structures are designed and sited in a manner that minimizes risk from fire hazards; that a Fire Protection Plan (FPP) is prepared to the satisfaction of Placer County and NFD in compliance with applicable State law and regulations and NFD ordinances, including PRC Sections 4290 and 4291 and NFD Ordinances 26-09 and 27-11; and that the water supply system is adequate to provide reasonable protection from wildfire without disruption of domestic water use. The FPP shall include at a minimum:

- Identification of emergency evacuation routes and emergency access road standards;
- Standards for signs identifying evacuation routes;
- Compliance with NCSO fire flow requirements;
- Defensible space measures;
- Provisions for Fuel Reduction Zones;
- Vegetation placement, maintenance, removal and disposal; and
- A program for disseminating public safety information.

Development projects within the MVWSP would be required to consult with the NFD and Placer County Sheriff's Department during project design and preparation of the FPP to ensure that access for emergency vehicles is adequate and that project design promotes fire and public safety. The covenants, conditions, and restrictions (CC&Rs) for individual projects would mandate that property owners maintain adequate defensible space around structures and comply with other applicable measures contained in the FPP. A preliminary Emergency Preparedness Evacuation Plan is included in Appendix F of the Specific Plan. Additional fire safety measures would be promoted through public outreach and education.

Emergency Preparedness Evacuation Plan

To 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 MVWSP 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.

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 Polices 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.

Staff supports the requested Martis Valley Community text amendments. These amendments clarify policy language for Specific Plans and 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.

Specific to the MVWPSP, an Evacuation Emergency Preparedness Plan (EPEP) was prepared specific to the development of the MVWPSP. This EPEP outlines the regulatory requirements of, including but not limited to, the California Public Resources Code, Government Code, Placer County General Plan, Placer County Fire Code, Martis Valley Community Plan, Northstar Community Service District Ordinances, California Building Code, National Flood Insurance Act for the implementation of the MVWPSP,

Workforce / Employee Housing Component

The applicant originally proposed to pay an in-lieu fee to satisfy the Affordable / Workforce Housing component. The payment of an in-lieu fee was analyzed in the Draft EIR. Subsequent to the release of the DEIR, the applicants revised their employee housing proposal and proposed the dedication of 6.9 acres of land at the entrance to the project site for the construction of 22 employee/workforce housing units. The analysis of the dedication of land was then introduced in the Final EIR. Through Development Agreement discussions with the applicant and staff, two options are now proposed. This is discussed in further detail within the *Development Agreement* section of this staff report.

Visual Impacts

Per the Draft EIR the project would not create an adverse effect on scenic vistas, will not damage scenic resources within a Placer County-designated scenic route, degrade the existing visual character or quality of the site or its surroundings, would not result in new sources of light and glare, create visual impacts during construction, However, cumulatively, the project would create an significant and unavoidable impact on light and glare. Future projects, including the Brockway Campground, could result in new light sources and glare from outdoor lighting, campfires, and vehicles headlights that might be visible from nearby recreation areas or Lake Tahoe. However, as depicted in Impact 9—4, 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 recreation 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 within 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 Martis Camp subdivision, implementation of the Northstar Mountain Master Plan, construction of the Northstar Highlands Phase II development, and other residential development within the Martis Valley. As show in Exhibit 9-34 of the Draft EIR, the existing nighttime views in Martis Valley are heavily influenced by lighting from residential neighborhoods and commercial and resort development. 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 sources 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 require lighting practices and systems that will minimize light pollution, glare, and light trespass, and that conserve energy while maintaining nighttime safety, utility, security and productivity. In addition, 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.

As described above, the standards are enforceable through the design review and permitting process. As such, all lighting standards that address the design of lighting systems would be enforced through the issuance of a permit. In addition, the Development Standards require that the exterior lighting standards be incorporated into the homeowners association (HOA) Covenants, Conditions, and Restrictions (CC&Rs). Incorporating the standards into the CC&Rs would allow the HOA to enforce standards related to the timing and operation of exterior lighting on an ongoing basis. This analysis does not rely upon the enforcement of the CC&Rs by the HOA, but implementation of the CC&Rs would provide additional benefits to the extent they are implemented and enforced. The Development Standards require the following measures that would reduce light pollution:

- Interior lighting shall be designed to minimize light from spilling outdoors.
- Exterior lighting shall use the lowest possible wattage and energy efficient luminaire for each application; Minimize light use during non-active hours (11PM – dawn), except as needed for safety.
- Exterior lighting shall only illuminate the area needed for safety.
- Outdoor light fixtures for streets, commercial and residential buildings, pedestrian areas, and roadways shall be shielded, and/or directed down to preserve the night sky and away from residential areas to minimize light and glare effects on adjacent residences.
- Exterior lighting fixtures shall be installed and shielded in such a manner that no light rays are emitted from the fixture at angles above the horizontal plane.

- Timers, motion-sensors, or equivalent devices on both residential and commercial buildings, shall be implemented on exterior lighting fixtures at night near buildings, where applicable, to avoid continual lighting of surfaces.
- Yellow spectrum light sources, such as low-pressure sodium lamps and narrow-spectrum amber LEDs, shall be used for the majority of outdoor lighting. Other spectrum lighting may be used where necessary for a particular purpose, such as safety.

Because the MVWPSP already includes requirements that would limit light sources to the minimum amount necessary to maintain nighttime safety, utility, security and productivity; no additional mitigation is feasible.

While it is unlikely that all buildings will be illuminated at once, the Project would result in new light sources that would be clearly visible from Martis Valley and would introduce new light sources 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 Project would result in a considerable contribution to a cumulatively significant impact on nighttime views. The Development Standards incorporated into the Project will substantially lessen these cumulative impacts. The Development Standards would limit light sources to the minimum amount necessary to maintain nighttime safety, utility, security and productivity. Thus, no additional mitigation is feasible and the impact is considered significant and unavoidable.

Several comments addressed the visual resources methodology and analysis. These comments questioned the approach uses to evaluate the visibility of the MVWPSP development site, particularly from the Lake Tahoe Basin; the visual simulation methodology, including whether the simulations accurately reflected tree removal, building heights, and nighttime lighting.

The visual analysis prepared for the MVWPSP project included a multi-step visual profile study to assess the visibility of the project site from public viewpoints both within and outside of the Lake Tahoe Basin. After the visibility of the project site was evaluated, the analysis incorporated visual simulations of the project's daytime and nighttime effects on the viewpoints that were most likely to be adversely affected by the project.

As further described in Master Response 4 *Visual Resource Assessment Methodology* and throughout the Final EIR through responses to comments, the Draft EIR incorporated a systematic multi-step process to evaluate the visibility of the project site from surrounding areas within and outside of the Tahoe Basin. The methodology assessed the site's visibility through 1) a topographic modeling analysis, 2) site visits to viewpoints, and 3) the preparation of visual profiles. This effort identified a series of key observation points, or viewpoints that had the greatest potential to be adversely impacted by the project.

Visual simulations were prepared to assist the evaluation of visual impacts from each of these key observation points. The simulations were based on the project and project development boundaries as proposed in the current Specific Plan and conservatively represented tree removal, building height, and light sources that could result from the project. Thus, the visual assessment methodology used for the Draft EIR is rigorous, state-of-the-art, and provided an appropriate basis for the visual assessment.

DEVELOPMENT AGREEMENT

As part of the requested actions, the Planning Commission will consider the proposed Development Agreement for the Martis Valley West Specific Plan. Development Agreements are authorized by California Government Code Section 65864 et seq. 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 Martis Valley West Parcel Development Agreement is included below. 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 provided in Attachment H.

Term and Term Extensions (Section 1.3.1 and 1.3.3):

Consistent with that prior Board direction on other Specific plan developments, staff is supportive of an initial Development Agreement term of twenty (20) years. The Development Agreement includes language for two, five year extensions that are consistent with prior approved amended Development Agreements for Placer Vineyards and Bickford Ranch.

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 \$54,200 annually as a regional contribution to Transit operations. These contributions are considered of significant regional public benefit to the Tahoe – Sierra region and are consistent with the Systems Plan updated for the Tahoe Truckee Regional Transit in Eastern Placer County approved by the Board of Supervisors on April 19, 2016. Over the life of the project this equates to a regional contribution toward transit operations of \$1,419,700 before any CPI adjustments.

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

A material term of this 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.

East Parcel Preservation (Section 3.11):

Another material term of this Development Agreement is the preservation of the East Parcel. The Developer shall ensure the permanent protection of the East Parcel as open space. The Developer has initiated the sale of the land to a Conservation Organization. Accordingly, 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, 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.

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 (Exhibit D):

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). If the project is an expansion of an existing use, the requirement shall only apply to that portion of the project that is expanded (e.g., the physical footprint of the project or an intensification of the use).

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

- o Construction of on-site employee housing;
- o 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 its environmental documents (Table 6-5) as noted below.

Table 6-5 MWSPSP Employee Generation

Use	Units	Employee FTE rate	Employees
Low Estimate			
Residential condos) ¹	Units (no 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 condos)	Units (no 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.

As noted earlier in this report, the applicant originally proposed to pay an in-lieu fee that would be applied to a Placer County workforce housing mortgage or rental subsidy program. Due to the reasons clarified below, revisions to the Final EIR were made to identify an onsite alternative for workforce housing. The developer proposed a workforce housing site in an area near the entrance to the project site that is designated for development (see Exhibits 3-6 and 3-7 of the Draft EIR). 21 units would be allocated to this workforce housing site and subtracted from the 760 unit count of probable residential units (see Table 3-2 of the Draft EIR for the probably mix of unit types), and the total number of units to be built would remain 760.

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.

To satisfy the workforce housing obligation, construction of units offsite was not considered as part of this proposal as an offsite location was never identified nor analyzed. Initially, the developer proposed to pay an in-lieu fee to Placer County to meet their employee housing obligation. As proposed, the in-lieu fees would be applied to a Placer County controlled trust that funds workforce housing mortgage or rental subsidy programs in Martis Valley, and would be disbursed at Placer County’s discretion. While payment of an in-lieu fee is an option to satisfy ones workforce housing obligation, there is no adopted Placer County workforce housing mortgage or rental subsidy program, consequently the developer withdrew its proposal.

The Developer subsequently proposed to dedicate a ±6.9 acre site near the entrance of the development, stub backbone infrastructure to the site concurrent with the construction of the proposed project’s backbone infrastructure (Phase 0) and allocate 21 units out of its 760 residential unit capacity in the proposed specific to this site. Dedication of land is an option to consider to satisfy the workforce housing obligation. 21 units is projected to fully satisfy the workforce housing obligation, assuming a blended average of 2-bedroom units, however the proposal shifts the ultimate burden for construction

and construction financing of the units to the County. In order for County staff to consider a land dedication option, staff weighed whether or not the site could qualify for outside funding sources such as tax credits that are needed to support construction costs. Ideally a site would need to be near transit, neighborhood services such as grocery stores, and near public services. If tax credits cannot be obtained, the County would need to seek other outside funding sources or finance the construction costs itself. Therefore, CDRA staff rejected the land dedication site as CDRA staff felt the site would not compete well for tax credits. The ability to obtain tax credit financing is critical for the County to assume the obligation to construct units on that site

Staff countered with the developer to assume the responsibility to construct workforce housing units onsite. Construction of units onsite is also an option under Housing Policy C-2. Staff proposed construction of a minimum of 21 units to meet the full time employee equivalent (FTEE) obligation of 61. The FTEE per unit constructed is calculated as follows: Studio Unit = 2 FTEE, 1-bedroom unit = 2 FTEE, 2-bedroom unit = 3 FTEE, and 3-bedroom unit = 4 FTEE. A minimum of 50% of the units (10) will be constructed prior to the recordation of the Final Subdivision map that creates the 246th lot. Developer would be required to construct onsite the remaining 50% of the employee housing units (11) prior to the recordation of the Final Subdivision Map that creates the 492nd lot. The units could be rental and/or ownership units as later outlined in detail in the developer's Housing Mitigation Plan. Staff also proposed that employee housing units be provided for household incomes within 60-140% of Area Median Income (AMI), with a mix of studio, one, two, or three bedroom units. The developer indicated It did not support this option citing concerns with the financial feasibility of the development with this full burden, and difficulty with insurance provisions on the likely product type, condominiums. Staff indicated that it could consider an alternative solution, but would keep as an option construction of units on-site.

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.

While CDRA staff is working through options for an in-lieu fee ordinance, there currently does not exist an ordinance providing specific parameters for an in-lieu fee and guidelines for a developer to meet its workforce housing obligations. Staff proposed options to allow the developer to meet its workforce housing obligation in conformance with Housing Element Policy C-2 including construction units on site or payment of a fee sufficient enough for the County to take on the obligation to construct the units to allow for flexibility to meet the workforce housing obligations.

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.

NORTH TAHOE REGIONAL ADVISORY COUNCIL REVIEW:

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 their 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.

RECOMMENDATION:

Based on the analysis described above, 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) 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 (MVWPSP) 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 MVWPSP 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 policies and requirements of the Placer County General Plan, is 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 A: Vicinity Map

Attachment B: Project Map

Attachment C: Rezoning Exhibits

Attachment D: Large Lot Vesting Tentative Map

Attachment E: Large Lot Vesting Tentative Map Recommended Conditions of Approval

Attachment F: Errata to Final EIR for Martis Valley West Parcel Specific Plan

Attachment G: Mitigation Monitoring and Reporting Program for Martis Valley West Parcel Specific Plan (May 2016)

Attachment H: CEQA Findings of Fact and Statement of Overriding Considerations

Attachment I: Development Agreement

Attachment J: Forest Management Plan

Attachment K: Report pertaining to Withdrawal from TPZ

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)

Public Correspondence

cc: Applicant
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Environmental Health Services
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Andy Fisher - Parks Department
Gerald Cardin - County Counsel
Karin Schwab – Senior Deputy County Counsel
Paul Thompson – Interim CDRA Director
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Subject/chrono files

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