

# MARTIS VALLEY

*Obsolete* -

**general  
plan**

ADOPTED AUGUST 1975

REPRINTED NOVEMBER 1990

*2003 Martis Valley  
CP replaced this*

**placer  
county**

## FOREWORD

The purpose of this plan is to guide the orderly growth of the Martis Valley Plan Area and to locate urbanization where it will least cause degrading impact upon the environment. The plan allows for reasonable growth to 1990. Many agencies and individuals, both public and private, assisted in the development of this plan. It is hoped that this will become a standard for future plan studies based on serious and realistic environmental concerns. The general plan study is comprised of two documents: (1) The General Plan including a text and plan map and (2) The Environmental Impact Report and Technical Supplement. The Technical Supplement contains the major specific reports upon which this plan is based.

This area plan constitutes a more specific and definitive section of the Placer County General Plan. As such, it supercedes the policies included there insofar as any differences may exist. The environmental information included here is general in nature and can be used for development projects only with specific site investigation and reports dealing specifically with the project.

*Adopted by the Placer County Board of Supervisors August 26, 1975*  
*Adopted by the Nevada County Board of Supervisors September 16, 1975*

TABLE OF CONTENTS

<u>SECTION</u>		<u>PAGE</u>
I	INTRODUCTION . . . . .	1
II	ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT	
	Goals. . . . .	3
	Natural Resources. . . . .	5
	Water. . . . .	5
	Vegetation & Forests . . . . .	7
	Soils. . . . .	7
	Fish & Fisheries . . . . .	8
	Geology. . . . .	8
	Climate. . . . .	10
	Air Quality. . . . .	11
	Cultural Resources	
	Visual Resources . . . . .	13
	Open Space . . . . .	14
	History & Archeology . . . . .	15
	Recreation . . . . .	16
III	COMMUNITY DEVELOPMENT ELEMENT. . . . .	16
	Goals. . . . .	16
	Population . . . . .	18
	Housing. . . . .	21
	Public Services & Facilities . . . . .	25
	Land Ownership . . . . .	31
	Developable Lands. . . . .	31
	Land Use Plan For 1990 . . . . .	33
IV	CIRCULATION/TRANSPORTATION ELEMENT . . . . .	39
	Goals. . . . .	39
	Existing Transportation Facilities . . . . .	39
	Proposed Road Network. . . . .	40
	Airport. . . . .	42
	Public Transportation. . . . .	43
	Trails . . . . .	44
	Noise. . . . .	44
V	POLICIES & IMPLEMENTATION. . . . .	47
VI	APPENDICES	
	Key To Mandatory Elements. . . . .	53
	Recommended Studies. . . . .	54
	Acknowledgements . . . . .	55

LIST OF TABLES AND PLATES

<u>TABLES</u>	<u>PAGE</u>
AGE AND HOUSEHOLD CHARACTERISTICS	20
MARITAL STATUS DISTRIBUTION	20
CURRENT HOUSEHOLDS BY INCOME GROUP	21
ESTIMATED CURRENT HOUSING STOCK	23

PLATES

1. SUMMARY ENVIRONMENTAL SENSITIVITIES MAP
2. LAND OWNERSHIP
3. DEVELOPABLE LANDS MAP
4. PLAN MAP FOR 1990

## SECTION I -- INTRODUCTION

### Description of Study Area

Martis Valley is an area of 70 square miles located near the town of Truckee in the central Sierra Nevada Mountains. It is north of and adjacent to the Lake Tahoe Basin. The Truckee River, widely acclaimed as an excellent trout fishing stream, traverses the northern boundary of the area, flowing east toward Reno. The area is bounded on the east, west, and south by ridges of the Sierras rising to 8600 feet in elevation; 2800 feet above the valley floor. Martis Creek, a major tributary of the Truckee River, flows through the valley from south to north.

The mountains on the south contain a major ski area, Northstar, and offer considerable room for expansion. The valley floor and surrounding mountains in summertime offer opportunity for equestrian development and a full range of outdoor recreational pursuits. The Truckee-Tahoe airport, located in the center of the plan area, provides an important air transportation access point to the Tahoe, Martis Valley, and Squaw Valley resort areas. The U. S. Army Corps of Engineers have constructed Martis Reservoir, a flood control project, which offers limited camping, fishing, and picnicing in the valley floor.

The need to prepare a more definitive general plan for Martis Valley came as a result of increasing restrictions upon development of all kinds in the Tahoe Basin; a previously unsatisfied demand for primary housing at a reasonable cost, unavailable within the Tahoe Basin; continuously higher levels of through traffic moving to Lake Tahoe; and increasing tax burdens upon owners of vacant land in the valley causing them to sell out and discontinue livestock grazing and timber operations.

## The Planning Process

Recognizing these pressures, the Placer and Nevada County Planning Commissions directed their staffs to prepare the necessary studies and make recommendations for future land use in the Martis Valley. This was done with the aid and assistance of the Martis Valley Task Force, made up of representatives of concerned Federal, State, and Local government agencies; representatives of small and large property owners; and members of special interest groups such as the Truckee River Task Force (State of Nevada--County of Washoe) and the Sierra Club. Assistance by Task Force members ranged from oral input at regular monthly meetings to special written reports pertaining to specific areas of interest.

Staff and members of the Team began in May of 1972, to gather data and prepare reports. A good deal of effort was spent gathering natural environmental information. The County contracted with James A. Roberts Associates to assist in assimilating the natural environmental data and information into a form suitable for use in the planning process. These and other special reports are summarized in the following text and reported in detail in a separate document, Environmental Impact Report and Technical Supplement to Martis Valley Plan. A set of goals and objectives was developed, then three alternative plans were prepared and evaluated. The alternatives appear in the Environmental Impact Report. This plan is the result of combining the most suitable features of the three alternatives after comparison, analysis of and comparison to data and reports, analysis of and comparison to the goals, and input from several public meetings.

## Plan Assumptions

Assumptions provide the basic foundation for the plan. They give direction to

the preliminary planning studies and information gathering process. These assumptions are based upon the observation of facts and analysis of trends currently affecting the plan area. Following, are several assumptions upon which the Martis Valley Plan are based. Should these assumptions change substantially in scope or direction, the plan must be reevaluated.

1. The market for second homes will continue at a rate consistent to that of the past five years.
2. Tightening land use and environmental controls as well as rising land costs in the Tahoe Basin will cause the majority of the demand for primary homes and a large portion of second homes to shift to the Martis Valley.
3. Traffic along Highways 80 and 267 will continue to increase as the popularity of recreation and resort areas increases at Reno and Lake Tahoe.
4. The quality of the natural environment will be substantially degraded unless care is taken to direct growth into areas where the least impact will be felt.
5. Protection and enhancement of the natural environment will allow Martis Valley to remain a pleasant place to live, work and pursue recreation.
6. The demand for more and better snow ski areas will continue to grow in the Central Sierra region.
7. With increasing leisure time, Martis Valley will receive greater pressure for use in the traditional outdoor recreation pursuits.
8. Increases in land values, and therefore taxes, force ranchers in the valley to sell their holdings to non-agricultural buyers.

## SECTION II -- ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

### A. Goals

1. Conserve all features of the natural environment to the highest degree possible by locating areas of development and activity in areas of least

sensitivity and constraint.

2. Provide for the protection of all rare and endangered species.
3. Encourage the establishment of interpretive environmental displays and investigation in areas of exceptional significance.
4. Conserve the quality of habitat, migration routes, and support environment of fish and wildlife species at a level which will maintain populations at or above current levels.
5. Encourage professional management, enhancement and utilization of forest lands and open space so that they will continue to provide forest products, recreation areas, pleasant scenery, open space, fish and wildlife habitat and valuable watersheds.
6. Identify areas which should be retained in forest growth to allow for the continued availability of forest products (i.e. saw logs, fuelwood, etc.), to promote open space in the urbanized area, and to protect the watershed even in too fragile to harvest areas.
7. Retain and enhance the open, pastoral character and scenic quality of the valley floor.
8. Encourage scenic or greenbelt corridors along all major transportation routes.
9. Provide for open spaces to be integrated into and managed with the activities of man's development.
10. Preserve all significant historic and archeologic sites and features.
11. Maintain the quality of the air resources at or near current ambient levels and within adopted standards.
12. Maintain the quality of all existing surface and ground water features at or near current ambient levels and within adopted standards.
13. Prohibit development within stream environment areas.
14. Restrict noise generators to a level compatible with occupancy by man and animals.

## Natural Resources

### B. Conservation of Natural Features

#### 1. Water

Groundwater is anticipated to be the principle source of water for domestic use and fire flows. To this end the quantity and quality of groundwater have been studied and reported to a limited degree based on information currently available. The Truckee River is the principle source of domestic water downstream in Reno and Sparks. All attempts must be made to retain the current quality of this water.

Conversion of Martis Valley land to urban use would inevitably result in adverse effects upon runoff and water quality within the valley proper. Whether these effects would be sufficiently strong to influence and adversely effect the Truckee River is open to question. It should be recognized that means are available to control and monitor most if not all potential adverse effects as well as to correct possible adverse effects now present.<sup>1</sup> Certain research to clarify both the existing conditions and to monitor or control future trends should be implemented as recommended by J. Sharp.

It appears that the Martis Valley is in a portion of the groundwater basin having an abundance of water in storage, approximately 1,000,000 acre feet.<sup>2</sup> Withdrawal will progressively lower the amount of discharge until, theoretically, some balance is reached with the amount of recharge. It is important to differentiate between gross withdrawal and actual consumption, there must be credit given for replacement of water to the underground resource as through wastewater injection wells and ground

<sup>1</sup> John V. A. Sharp, Ph.D., Preliminary Investigation - Hydrologic Effects of Urbanization, Martis Valley, California. A discussion of effects upon water quality and runoff is included in the EIR and Technical Supplement.

<sup>2</sup> Ibid.

disposal areas, as well as percolation of irrigation waters.

Further credit must be given for the enhancement of recharge through withdrawal where such areas as streambeds and alluvial material may accept more of the runoff.

A calculation of estimated gross withdrawal indicates an annual demand of 5,760 acre feet for domestic use in Martis Valley by 1990. This is based on the following:

1. 17,100 total housing units by 1990
2. 3 people per unit
3. usage of 100 gallons/day/capita
4.  $3.25 \times 10^5$  gallons/acre foot

Comparing this to an estimated annual recharge of 12,000 acre feet and accounting for a recharge of 5,000 acre feet per year from the proposed Tahoe Truckee Sanitation Agencies Regional sewer plant ground disposal system (based on 4.5 mgd sewer plant) there appears to be a comfortable margin. At present, there is competition for domestic use of the groundwater being exported from the plan area by the Truckee-Donner Public Utility District. In light of these facts, it is recommended that a comprehensive study, including monitoring of groundwater usage, be started immediately. Such a study would include 1) the impact of a withdrawal of this magnitude on riparian vegetation and wildlife, 2) a more accurate calculation of the available groundwater, and 3) the results of current monitoring of actual usage in residential developments. The information covered here centers around the physical availability of groundwater. Water rights are quite another matter.<sup>3</sup>

<sup>3</sup> Water rights are discussed under "Water" in the Public Services section, page 26

## 2. Forests and Other Vegetation

As may be expected, there are certain areas within the Martis Basin which support a fine stand of timber. Some lands are less than superior for timber production but yet warrant retention as forest-watershed areas. The valley floor supports a wide expanse of sagebrush, bitterbrush, and Wyethia contributing to the open rangeland character felt by most travelers through the area. There is extensive riparian vegetation which is the habitat of many animals and is strongly supportive of the food chains of fish and wildlife.<sup>4</sup> It is recommended that timber croplands and riparian vegetation areas be spared from urban encroachment and that certain open sagebrush areas be kept as key open space to retain the scenic character of the valley.<sup>5</sup> Professional forest management recommendations are imperative for proposed land development, ski complexes, and public works projects, as well as for the management of timber cropland.

## 3. Soils

The soil associations have been mapped for the entire plan area. A full set of interpretive tables and soils map appear in the Technical Supplement.<sup>6</sup> Soils are mostly well-drained with the exception of wet meadow (Aquoll) associations. Sub-soils are usually a gravelly clay with generally moderate permeability. Suitability for road location is mostly slight to moderate. Erosion potential varies from low to high depending on texture, cohesiveness, and slope. The level of soils mapping does not

<sup>4</sup> More detailed information occurs in the EIR and Technical Supplement in a report by California Department of Fish and Game.

<sup>5</sup> Further recommendations occur in the Community Development Element under the discussion of land use.

<sup>6</sup> Charles Mitchell, C. Goudey, and F. O. Sutter, Soil Scientists on the Tahoe National Forest, U.S.F.S., mapped soils and drew interpretive charts which appear in the EIR and Technical Supplement.

lend itself to site-specific or project-specific decisions. Neither does it relieve the need for a full soils report, in greater detail on each project with comprehensive recommendations for soil erosion control. In preparing the land use and circulation elements, areas of high hazard or low suitability were avoided.

#### 4. Fish and Fisheries

The Truckee River and several of its tributaries, especially Martis Creek, provide an important recreational resource in the outstanding trout fishing available here. Four species of trout abound in the Martis Valley. It provides a natural fishery for the native Rainbow and Lahonton Cutthroat trout. German brown and Eastern brook trout are found here as well. Truckee River and the main branch of Martis Creek rank as outstanding fisheries when rated statewide. Siltation of streambeds is one of the most detrimental by-products of land developments to fishlife.<sup>7</sup>

#### 5. Geology and Seismic Safety

The basement rock in Martis Valley is the sequence of Andesite flows at the southern end of the Valley and along the stateline to the east. Basalts occur on the west and north sides of the Valley and somewhat to the east above the Truckee River. There are a few cinder cones. The floor of the Valley consists of glacial debris and outwash deposits. Several apparent faults are indicated by topography, stream alignment and springs.<sup>8</sup> Recent (1966) movement has occurred along a large fault from near Truckee

<sup>7</sup> John Hummel, Fish and Wildlife Resources of Martis Valley, pp 14 and 18. A copy of this report is included in the Technical Supplement. Mitigation measures are included in the EIR.

<sup>8</sup> Kenneth Cole, Geology for Planning, Martis Valley, Calif. pp 1 and 2. Full copy of report and maps in the Technical Supplement.

to just north of Boca Reservoir. According to Cole, "A survey . . . indicates that an average of 1.1 earthquakes of Richter magnitude 3.0 or greater can be expected each year".<sup>9</sup>

Spring and meadow areas are unstable, sensitive, and may be subject to liquefaction. Any construction there, including golf courses and stables, should receive careful evaluation before being allowed to proceed.

There are two kinds of economic mineral deposits in the valley. Volcanic cinders occur as outcroppings along the Truckee River. They provide, among other things, decorative rock and road base material. Deposits of gravel (Prosser Creek Alluvium) occur along the southern end of the Valley, along the western edge, and above the Truckee River north of the airport.<sup>10</sup> These are important as construction material. It is incumbent upon government and private landholders alike to retain and protect these sources of aggregate to provide a local source. To allow urban encroachment would eliminate further removal of aggregate and will cause contractors to haul material such long distances as from Sparks, Nevada or the Sacramento Valley in the future.

Hopefully, potentially destructive seismic events have been avoided by location of proposed development in areas of high stability. This does not alleviate the need for project reports to include further, more specific, geologic and engineering property information. Prior to construction near a suspected fault, a trench should be cut and careful consideration given

<sup>9</sup> Kenneth Cole, Geology for Planning, Martis Valley, Calif. p. 4. Full copy of report and maps in the Technical Supplement.

<sup>10</sup> Ibid., p.5

before approvals are given or work is commenced.

## 6. Climate

The climate of Martis Valley is largely a function of its location within the Sierra Nevadas. It is characterized by long, cold winters with short summers having low precipitation and mild temperatures. Winter storms may occur twice a week bringing snow which constitutes most of the annual precipitation. Nearby Boca has the record for the coldest temperature recorded in California,  $-45^{\circ}\text{F}$ .<sup>11</sup> Temperatures on the valley floor are similar to data for the Truckee Ranger Station. In areas of cold air ponding, caused by a lack of trees and a slope of less than 10 percent, temperatures may be 5 to  $15^{\circ}\text{F}$  colder on cold, clear nights. As a rule, temperatures at higher elevations decrease about  $3.5^{\circ}\text{F}$  for each 1,000 feet of increased elevation.

Annual precipitation in the Martis Basin averages around 25-30 inches of rainfall and 150-200 inches of snow. The average maximum accumulation of snow at Truckee is 43 inches. The greatest snowfall and snow retention is north-facing slopes; an important factor in ski area development.

Winds usually blow from south to west, although northeast winds are common on summer afternoons, often exceeding 10 miles per hour. Tree cover protects surface activity with winds being strongest on open ridges and peaks. Development areas are so located in this plan as to avoid the most severe climatic conditions which make daily living uncomfortable.

<sup>11</sup> David E. Moellenberndt, The Climate of Martis Valley, California, page 2. Full report appears in the Technical Supplement.

## 7. Air Quality

The ambient air quality in Martis Valley is generally very high. There are presently 2 point emissions (Douglas lumber mill and Teichert Gravel Plant) both of which have made vast improvement to their facilities so as to be in substantial compliance with the Air Pollution Control District standards of Nevada County and the standards of the State Air Resources Board. There is a proposed gravel operation in the area below Martis Creek Dam which should be carefully analyzed, especially if the operation included an asphalt batch plant.

Martis Valley could experience serious air pollution problems if the air quality is not carefully monitored and predicted as growth and development occur. The automobile and possibly other emissions associated with development will be contributors to the problems.

In keeping with the intent of the California Environmental Quality Act, statements on current ambient air quality levels as well as projected air quality degradation must be included in every project's Environmental Impact Report. Since the air quality in Martis Valley is of such pure quality, government must be very careful in the kinds and amount of development which may be allowed.

### Environmental Sensitivities Analysis

As a special part of the planning process for Martis Valley, Placer County contracted with James A. Roberts Associates, Inc. (JARA) to coordinate the

efforts of the environmental consultants and provide a system whereby the basic environmental information could be assimilated into common terms useful in preparing the plan.

Following the collection of the baseline environmental data, outlined above, the relative sensitivity of each map unit of each element (geology, soils, vegetation, climate, hydrology and wildlife) was rated. The rating scale ranged from Critically Sensitive, where man's activities will cause permanent and irreplaceable loss, to Least Sensitive, where activities will only result in temporary disturbance or easily replaceable loss. Next, every environmental parameter was numerically weighted with its relative significance or importance to maintaining the environmental balance. Using the weighted sensitivity values, called Relative Ecological Values (R.E.V.), for each map unit, the element maps were overlaid and combined in summary fashion. Summation was by totalling the additive R.E.V.'s for each successive overlay. The Summary Environmental Sensitivities Map appears here as Plate 1. This summary map was in part used to place high intensity land use districts in areas of relatively low sensitivity.<sup>12</sup> It has also been used to evaluate the environmental impact of the three alternative plans as well as the final plan. Through the use of this system, it is possible to determine which of man's activities may be detrimental to certain units of each element. For example, in the Vegetation Element the Wet Meadow Unit is Critically Sensitive to excavation, fill, and topsoil disturbance. In the Geology Element, we find that the Recent Alluvium Unit is Very Sensitive to vegetation removal. The activities to which certain units are critically sensitive were avoided in the plan in order to avoid potentially severe environmental damage. The JARA system was also used in the preparation of the Developable Lands Map which appears as Plate 2.

<sup>12</sup> William G. Miller (JARA), Environmental Sensitivity Analysis for Martis Valley. Full report in the Technical Supplement.

## Cultural Resources

### 1. Visual Resources

The retention of a high quality of visual resources or scenic areas and values within the Martis Valley are of utmost importance in maintaining the quality of life there. It is especially important to identify and retain areas of unusual scenic quality in a mountain recreation-resort area. To assist in identification of important characteristics, a Visual Analysis was performed by the staff of the Tahoe National Forest.<sup>13</sup>

As presented by Mr. Holcomb, the objectives of the Visual Analysis are as follows:

1. Assess the overall visual quality, sensitivity, and importance of lands contained within the Martis Valley Study Area.
2. Establish minimum visual quality standards for the Study Area.
3. Provide guidance for assessing the overall capability of visual resources to withstand various land use activities.

The analysis resulted in the drafting of visual quality standards which represent management goals that describe the level of landscape modification that is acceptable in a given area. These quality standards appear in Holcomb's report.

The importance of aesthetics and scenic quality in Martis Valley cannot be over-emphasized since it is an area of high natural appeal and sensitivity. The fact that most of the area is still in a natural condition presents a unique opportunity to manage the visual resources so as not to detract from the natural features. As a result, most of the area has been desig-

<sup>13</sup> Dennis B. Holcomb, Martis Valley Visual Analysis. Full report appears in the Technical Supplement.

nated for "retention" and "partial retention" standards. These require that land use activities proposed in these areas completely or substantially blend into the landscape.<sup>14</sup> Still a large area of land has been designated for "modification" which provides that land use activities may become apparent or visually dominant in the landscape. There are several areas where the "maximum modification" standard occurs allowing for complete subordination of the landscape character.

These standards have been fully recognized in the Developable Lands Map and Plan Map. They were used separately rather than included in the JARA system. They should be used in evaluating specific projects.

## 2. Open Space

As a culmination of the combined findings in the visual analysis, natural environmental sensitivities studies, and a number of important goals identified by the Martis Valley Task Force and community in general, a substantial amount of open space appears in the plan. It is treated here as an amenity for the total community.<sup>15</sup>

Open space in the valley floor represents a strongly unifying feature and focal point for the area. If the quality of future development is to be high, the open space shown in the plan must be maintained. Development should be kept in areas of adequate tree cover and well screened from major transportation routes and viewing stations.

The planned Open Space is also used to protect natural environmental features of critical or high sensitivity. Riparian vegetation, meadows,

<sup>14</sup> A more complete description of these standards appears in Holcomb, Martis Valley Visual Analysis.

<sup>15</sup> Open Space is dealt with as a land use district on page 36.

wetlands, and flood plains along Truckee River, Martis Creek, and Juniper Creek have been mapped as open space. Their value as fish and wildlife habitat is quite high<sup>16</sup> and must be respected. It also contains a migration corridor for the local deer herd.

### 3. History and Archeology

Archeological sites and artifacts known to exist indicate that Martis Valley has been used by man since as early as 2000 B.C. by unknown Indians. In more recent times, from about 1000 A.D. to the days of white settlement, the nomadic Washoe Indians occupied this area. The first white men to enter Martis Valley were probably fur trappers heading west in the 1820's. This area included one of the routes of the Emigrant Trails. The earliest settlement was around 1851 when a major portion of the Martis Valley was included in the Meadow Lake Township of Nevada County.

The nearby town of Truckee, named after an Indian guide of the 1840's, became a bustling goldmining town with the advent of the railroad. Lumber operations were set up in advance of the railroad to provide material for track ties, snowsheds, and charcoal. They provided timbers for the mines as well. George Schaffer established a lumber mill in 1866 which eventually employed 100 men and processed as much as 7 million board feet in a year. Another important industry was the production of ice. Two such operations, the Peoples Ice Company and N. & M. L. Ice Company, existed in the Northern section of the plan area around 1880.

<sup>16</sup> Hummel, Op. cit., pp. 15-18

It is recommended that the method of archeological impact evaluation recognized by the California Archeological Society be used and reported on prior to approval or implementation of any major projects.<sup>17</sup> Efforts should be made to enhance, preserve, and in some cases reconstruct known historical sites.

#### 4. Recreation Resources

The Martis Valley Plan area included extensive resources for the pursuit of traditional outdoor recreation activities. The Truckee River is well known as a blue-ribbon trout fishery. Its tributaries boast similar capacities. Hunting of deer has long been a primary sport here. Camping and picnicing is available at improved sites on the River and near Martis Reservoir. Downhill skiing is available at the Northstar area. Current recreation activities include baseball and more urban-type recreation uses which are available to the public at Truckee-Donner Recreation District's 56-acre park near Truckee. There is ample opportunity to expand these facilities and activities as the demand increases. Other types of activities such as cross-country skiing, snowmobiling, and horseback riding can be provided for as well.<sup>18</sup>

### SECTION III -- COMMUNITY DEVELOPMENT ELEMENT

#### A. Goals and Objectives

1. Provide for a complete and comprehensive range of housing types, recognizing the immediate demand for homes for low and medium income families and the strong demand for second homes adjacent to Lake Tahoe.

<sup>17</sup> A compendium of archeological and historical information appears in the Technical Supplement under "Cultural Resources".

<sup>18</sup> A discussion of proposals for recreational land use appears on page 34 in the Community Development Element.

2. Provide for a flexible and readily available source of housing for both a seasonal and transient work force.
3. Encourage imaginative planned unit developments to make the best use of available building sites while maintaining the high quality of all natural features.
4. Provide for a broad range of recreation uses in developed areas as well as on public lands.
5. Provide for the development of winter ski and snow play areas to take advantage of the unique winter climate.
6. Provide for the seasonal use of outdoor recreation areas to optimize the use of the area's outstanding rivers, creeks, and forestlands.
7. Enhance the cultural environment through the development of community facilities.
8. Provide for the close interrelationship of commercial and residential areas and work locations in order to minimize the use of transportation by vehicles and encourage pedestrian access.
9. Provide for expansion and development of commercial areas in balance with the progressive development of residential and recreational areas.
10. Provide for a regional commercial center located to minimize transportation demands and maximize shopping convenience.
11. Allow for small neighborhood shopping facilities to reduce the need for long distance shopping trips.
12. Prohibit development of strip commercial areas.
13. Maintain especially stringent controls on industrial development which has a potential for pollution of air, water and visual resources.
14. Prohibit the expansion and establishment of heavy industry which has a potential for polluting the environment.

15. Allow for the establishment of light manufacturing uses, especially those oriented toward outdoor recreation.
16. Establish industrial areas where service and support facilities are readily available.
17. Public services such as sewer, water, fire protection, police protection and recreation should be provided on a region-wide (Martis Valley-Truckee) basis wherever possible.
18. Public service agencies should not expand facilities beyond a reasonable expectation of demand.
19. Prohibit development which exceeds available resources (e.g., groundwater, sewage disposal).

#### B. Population

The current permanent resident population within the plan area is estimated to be quite small, approximately 1,200 persons. There is a relatively high percentage of second homes, about 80%.<sup>19</sup> It is difficult to estimate the average year-round population, including transient occupancies. This is due to several factors: 1) the seasonal nature of the job market in ski areas and in construction work; 2) the tourist use and occasional rentals of condominiums; and 3) the intermittent occupancy of second homes.

The permanent population projected to the end of the plan period, as provided for in the plan, is estimated to be 22-25,000 persons. This estimate is derived from two sources. The first is the demand projections stated on page of this text with assumptions as follows: a) the primary homes of moderate cost and the mobilehomes will serve permanent residents of the area, b) the rentals of moderate cost will serve transient employees of the area

<sup>19</sup> Economic Research Associates, Housing Element Update, Lake Tahoe Region, Table 15.

but would generate the equivalent of 80% occupancy by permanent residents, c) there are 2,000 existing dwelling units which could serve a permanent population. This method of estimation results in a figure of 8,627 primary dwelling units or 25,881 permanent residents at 3 persons per dwelling. The second method for estimating permanent population is derived from the current ratio of four second homes to three primary homes in the Tahoe Basin. The plan provides for 17,100 dwelling units of all types. If the ratio of first to second homes is similar to that of the Tahoe Basin, the permanent population of the Martis Valley at complete buildout would approach 22,000 persons.

The peak week-end population projected to the end of 1990 is estimated to be about 41,000 based upon: 1) continued demand for primary and second homes at the current rate; 2) peak occupancy rate of 80%; and 3) an average of 3.0 persons per dwelling unit.

In addition, transient residents of campgrounds will add slightly but significantly to the summer population but will not cause the population figures to exceed the peak winter population or surpass the design capacity of urban service facilities.

Summarized in the following tables are population characteristics of Placer County Census Tract 201, 1970 Census, which include all of North Lake Tahoe, Squaw Valley, Alpine Meadows, and Martis Valley as compared to Statewide information. It is expected that these characteristics will be slightly different in Martis Valley due to a substantially higher percentage of families in primary homes and in an income group of less than \$15,000 - \$20,000. The information contained in these tables was used in analysis for the housing element and can be used by the reader for further analysis of population information contained in the plan.

Table 1

## Age and Household Characteristics

Age Group	California		Placer County (CT-201)	
	Number (thousands)	Percent	Number	Percent
Total	19,953.1	100.0%	6,239	100.0%
Younger than 5	1,642.7	8.2	505	8.1
5 to 14	3,881.5	19.6	1,228	19.7
15 to 19	1,817.4	9.1	514	8.2
20 to 54	9,106.3	45.6	3,228	51.7
55 to 64	1,704.0	8.5	533	8.5
65 or older	1,801.2	9.0	231	3.7
Minorities	2,102.5	10.5	22	0.4
Black	1,398.5	7.0	3	0.05
Male	9,816.7	49.2	3,324	51.8
Female	10,136.4	50.8	3,005	48.2
Adults per household	1.92		1.89	
Children per household	1.12		1.06	
Average Household Size	3.04		2.96	

Source: U.S. Census of Population, 1970  
Placer County Census Tract 201

Table 2

## Marital Status Distribution

Marital Status	California		Placer County (CT-201)	
	Number (thousands)	Percent	Number	Percent
<u>Male</u>				
14 and older	7,200.8	100.0%	2,375	100.0%
Single	2,103.0	29.2	721	30.4
Married	4,489.0	62.3	1,499	63.1
Separated	123.0	1.7	41	1.7
Widowed	170.2	2.4	32	1.3
Divorced	315.6	4.4	123	5.2
<u>Female</u>				
14 and older	7,613.0	100.0%	2,250	100.0%
Single	1,615.6	21.2	514	22.8
Married	4,463.3	58.7	1,515	67.3
Separated	187.0	2.5	47	2.1
Widowed	840.9	11.0	92	4.1
Divorced	505.8	6.6	129	5.7

Source: U.S. Census of Population, 1970  
Placer County Census Tract 201 -20-

Table 3

Breakdown of Current Households  
By Income Group

<u>Income Group</u>	<u>California</u>		<u>Placer County (CT-201)</u>	
	<u>Number</u> (thousands)	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
All Families Reporting	5,001.2	100.0%	1,546	100.0%
Under \$1,000	111.3	2.2	35	2.3
\$1,000 - \$1,999	116.3	2.3	25	1.6
\$2,000 - \$2,999	176.7	3.5	44	2.8
\$3,000 - \$3,999	215.2	4.3	36	2.3
\$4,000 - \$4,999	222.2	4.4	55	3.6
\$5,000 - \$5,999	243.0	4.9	95	6.1
\$6,000 - \$6,999	265.0	5.3	62	4.0
\$7,000 - \$7,999	293.7	5.9	46	3.0
\$8,000 - \$8,999	312.9	6.3	71	4.6
\$9,000 - \$9,999	311.6	6.2	151	9.8
\$10,000 - \$11,999	635.8	12.7	263	17.0
\$12,000 - \$14,999	763.1	15.3	174	11.3
\$15,000 - \$24,999	1,029.4	20.6	376	24.3
\$25,000 - \$49,999	257.6	5.1	93	6.0
\$50,000 or More	47.4	0.9	20	1.3
Median Income				
Families	10,732		11,163	
Families and Unrelated Individuals	8,279		9,137	

Source: U.S. Census of Population, 1970  
Placer County Census Tract 201

## C. Housing

An inventory of units in the Martis Valley shows that there are currently about 2900 subdivision lots, condominium units, trailer park spaces, and apartments existing in the plan area. These units include 2163 single family lots of which approximately 2063 are vacant (the balance being occupied with single family, detached houses), 513 condominiums, 80 trailer spaces, and

150 apartments or multiple units. An additional 2750 units stand approved tentatively which in all likelihood will be built. Table 4, page 2 , shows Current Housing Stock in Census Tract 201 and Statewide.

With regard to DENSITY, most of the lots are 10,000 square feet in area with an average of 3.0 units per acre as in Northstar, Ponderosa Palisades, and portions of the Glenshire subdivisions. With the exception of Northstar, these areas are not sewered although treated water is available. The condominiums in the Northstar project are also subdivided at a density of 3.0 units per acre, leaving a substantial amount of in-tract open space to the homeowners. There are essentially no year-round occupants in the condominiums. The lot subdivisions, even though originally developed for the second home market, contain up to 20% local primary owners. In the northern portion of the plan area, the lot sizes range up to one acre in improved subdivisions. There are several hundred lots in the 5 - 20 acre category in the extreme north and northeast portions.

The CONDITION of housing units is good to excellent since almost none are older than 10 years. At the present time, there is no need to consider rehabilitation of substandard units, redevelopment, or other special housing projects.

POTENTIAL DEVELOPMENT SITES are more than adequate in size and number according to the Developable Lands Map and all known environmental constraints.

The MARKET AREA for housing includes the North Shore of Lake Tahoe, Squaw Valley, Alpine Meadows, Donner Lake, Truckee, and Martis Valley. The market area includes a portion of Lake Tahoe, one of the West's most popular weekend

and vacation resort areas. Within the last 15 years the introduction of large-scale gaming operations and intensive development of ski facilities has fostered a large and growing support labor force and permanent resident population. Employment in tourist-related industries has expanded rapidly having more than doubled since 1960. Many of these jobs are seasonal in nature and have generated, in part, a young, highly mobile work force and a large number of lower paid jobs.

Table 4  
Estimated Current Housing Stock  
1970

<u>Tenure, Color, Vacancy Status</u>	<u>State of California</u>		<u>Placer County<sup>1</sup></u>	
	<u>Number</u> (thousands)	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
All Housing Units	6,997.0	100.0%	5,915	100.0%
Owner Occupied	3,611.3	51.6	1,105	18.7
White	3,342.7	47.8	1,102	18.6
Non-White	268.6	3.8	3	0.1
Renter Occupied	2,962.5	42.3	1,006	17.0
White	2,588.8	37.0	1,002	16.9
Non-White	373.7	5.3	4	0.1
Available Vacant	226.3	3.2	314	5.3
For Rent	117.8	2.5	215	3.6
For Sale	48.5	0.7	99	1.7
Other Vacant	176.7	2.5	1,805	30.5
Vacant and Seasonal	196.9	2.8	3,490	59.0
<u>Number of Rooms</u>				
All Year-Round Units	6,976.7	100.0%	4,230	100.0%
1	201.6	2.8	138	3.3
2	398.6	5.7	326	7.7
3	1,033.0	14.8	574	13.6
4	1,511.5	21.7	1,018	24.1
5	1,702.9	24.4	1,015	24.0
6	1,251.9	17.9	637	15.1
7	532.8	7.6	270	6.4
8 or More	344.4	4.9	252	6.0
Median	4.7		4.6	

<sup>1</sup> For Census Tract 201

Table 4 (continued)

<u>Number of Persons</u>	<u>State of California</u>		<u>Placer County<sup>1</sup></u>	
	<u>Number</u> <u>(thousands)</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
All Occupied Units	6,573.9	100.0%	2,111	100.0%
1	1,378.6	21.0	378	17.9
2	1,973.4	30.0	693	32.8
3	1,067.9	16.2	342	16.2
4	979.8	14.9	332	15.7
5	599.2	9.1	215	10.2
6 or More	575.0	8.7	151	7.2
Median	2.5		2.5	
<u>Persons per Room</u>				
All Occupied Units	6,573.9	100.0%	2,111	100.0%
1.0 or Less	6,051.9	92.1	1,896	89.8
1.01 - 1.50	365.5	5.6	154	7.3
1.51 or More	156.4	2.4	61	2.9

Source: Economics Research Associates

<sup>1</sup> For Census Tract 201

The DEMAND for housing is not being met in the Lake Basin where nearly all residential development consists of high-priced luxury homes oriented to the second-home market. Since Martis Valley is within 30 minutes driving distance of the Lake, it is considered to be a prime area where moderate-cost housing can be provided. Demand Projections for the Martis Valley area within the 15 year plan period indicate the following numbers of new units:

1) Primary Homes of Moderate Cost <sup>a</sup>	3060 units
2) Rentals of Moderate Cost <sup>a</sup>	3040 units
3) Second Homes <sup>b</sup>	4245 units
4) Mobilehomes in Parks <sup>c</sup>	<u>1135 units</u>
Total	11,480 units

<sup>a</sup> based on the estimation that 90% of moderate-cost housing will be satisfied in Martis Valley

<sup>b</sup> based on a) current ratio of 4 second homes/3 primary homes in Tahoe Basin and b) estimation that 50% of demand will be satisfied in Martis Valley.

<sup>c</sup> based on 1970 census information for similar areas being 10% of all housing units

COMPETITION for sales coming from other portions of the market area such as the Tahoe-Donner development (6000 units) and from existing vacant lots and unsold units will surely cause this figure to be viewed as a high estimate. It is impossible at this time to estimate the effects of this competition and other unknown parameters such as fuel shortages, lack of adequate sewer or water, increased interest rates, and cost difficulties in providing public transportation improvements which may tend to dampen the growth projection. It is, therefore, recommended that this projection be seriously reconsidered in light of new information and actual experience sometime within 5 years.

D. Public Services and Facilities

Much of Martis Valley is outside of the nearby districts which provide urban services. Various portions are within one special district or another which, with the exception of Placer County Service Area (CSA-21), are single purpose districts. In order to coordinate future annexations and reorganizations, a study was undertaken jointly by Nevada and Placer County Local Agency Formation Commissions (LAFCO) and planning staffs. The full report by McDonald and Smart, Inc., is contained in the Technical Supplement within the Environmental Impact Report. It gives explicit attention to public services in addition to spheres of influence.

Sewers

There is currently only one major area of development in the plan area on sanitary sewers (CSA-21). The balance of the area relies upon individual ground disposal systems.

The Tahoe-Truckee Sanitation Agency (TTSA), comprised of five member districts, has planned a major tertiary treatment system in Section 7 north of the airport. The proposed plant, largely funded by the U.S. Environmental Protection Agency and California Water Resources Control Board, will not have capacity to receive sewage from much more than the existing developments when they are built out. Due to limitations in the grant program, it is unlikely that additional public grants will be available for at least 10 years. It seems likely then that any new development required to be sewered must depend upon private funding of incremental increases in the TTSA plant or new facilities. This plan contemplates that development on large lots may rely upon individual systems of ground disposal so long as the developer shows proof that such methods are feasible within all local, State, and Federal requirements.

#### Water Supply

As pointed out in Section II, the main source of water supply for future land development will be the groundwater in storage which appears to be ample for the five-year period. Another source is available in the surface water bodies.

There is sufficient water physically available to support the total development contemplated by this plan. However, as a prerequisite to any specific development the developer should be required to submit information that water rights to sufficient water to serve that development exist or can be obtained.

Because the proposed California-Nevada interstate compact, which allocates the waters of the Truckee River between the two states, has been ratified by both state legislatures but has not yet been approved by Congress and thus is not yet effective, the developer's report should evaluate the water rights

on the alternative assumption that the compact will become effective rather than that the compact will not become effective. This report should be reviewed and found satisfactory by the county legal staff as well as the California State Water Resources Control Board, Division of Water Rights.

Although interim solutions and existing governmental organizations may be carried forward, eventually an area-wide organization should be formed to plan and provide both sewers and water. A single, multi-purpose district or agency would be able to coordinate services to developing areas and not prematurely tax undeveloped land. In an unincorporated community, the board of directors of such an agency would be more visible to their constituents than the prolific directors of many single-purpose districts. Communication and actions on development projects, public or private, could be improved through having a single agency to work with and coordinate capital improvement programs.

#### Fire Protection

There are currently two fire protection entities within the plan area, Truckee Fire District and Northstar (CSA-21). Up to now facilities and service in the Valley have been almost totally lacking. This situation should be resolved by construction of new stations. Truckee plans to build a future station in Glenshire which should adequately service the north portion of the plan area as currently subdivided. CSA-21 is now constructing a station within Northstar which is designed to service that project and perhaps adjacent areas. As the area grows, new stations will be added based on need and in new major projects.

A second deficiency now existing is the lack of back-up or mutual aid for the Northstar area. Agreements should be made with Truckee and North Lake Tahoe for mutual aid or assistance. This is even more imperative in view of the lack of volunteers at night in Northstar.

Ideally, fire protection would also be a service covered by one area-wide, multi-service agency. It is prudent to combine water and fire protection since fire-fighters are dependent upon proper storage of fire flows and distribution to hydrants.

#### Parks and Recreation

The Truckee-Donner Recreation and Park District presently includes the northern portion of Martis Valley and could be expanded to include the southern part. Expansion of various recreation areas are shown on the plan and are discussed here in the land use section.

Second home developments typically include recreational amenities which are managed by private home-owners associations. Infrequently, the use of their facilities are open to outsiders on a membership basis. Development of public facilities are necessary, however, for owners of primary residences and to complement and balance the private facilities.

#### Hospitals

The Tahoe Forest Hospital District boundaries include portions of Martis Valley. There are various portions of land which have been left out which should be included as development occurs.

#### Schools

The Martis Valley is within the Tahoe-Truckee Unified School District which also includes North Lake Tahoe, Truckee, and Donner Lake areas. The 1973

enrollment for the district was 2,850 pupils.

If the population projection based on 7235 total primary housing units by 1990 is met, there will be approximately 3907\* new pupils in K-12 grades. Of those, approximately 2930 will be in K-8.

An elementary school, intermediate school, and high school are located in Truckee. Additionally, a new high school and intermediate school are being completed in Dollar Point (Tahoe) which will reduce the current student population at the equivalent Truckee Schools, allowing for accommodation of new students from future Martis Valley population growth.

There is a major problem in locating a school within the Martis Valley. By state law, no new schools may be built within two miles of an airport. This precludes many otherwise suitable sites in the plan area, allowing school location in only the extreme northern or southern portions. It may become necessary in the closing years of the plan period for the district to acquire a new school site outside Martis Valley and transport pupils to it.

#### Solid Waste

Refuse from this area is currently disposed of at the North Tahoe Sanitary Landfill, located on U.S. Forest Service land, by private disposal companies operating under franchises from the respective counties. The special permit for the 32-acre site is for a term of 15 years. The site is suitable to accept solid waste from Martis Valley for the early part of this plan period, but acquisition of additional adjacent lands may later become necessary. It seems

\* based on the following:

- 1) 7235 primary units at 90% occupancy
- 2) an average of 3.0 persons per household
- 3) 20% of permanent population in grades K-12
- 4) 75% of K-12 group in grades K-8

reasonable to require dedication of a fee or land to be held in reserve by the counties to trade or purchase land for expansion.

#### Other Services

Police protection, snow removal, and road maintenance are examples of public services carried on by the respective counties. A joint plan for each of these services should be worked out and agreed upon before any large development is approved near the county line.

It is recommended that no annexation to high tax rate urban service agencies be approved by either the Nevada or Placer LAFCO until the area in question is firmly committed to development. Further, the following policies are recommended:

1. That future proposals to annex territory to the Truckee urban service districts include a statement of how the extension of that service relates to the extension of other needed urban services.
2. That future proposals to form new CSA's authorized to provide urban services include a statement of how, if at all, the above districts will be involved in the provision of services.
3. That upon adoption of the Martis Valley General Plan and implementing zoning, that any areas not zoned for urbanization, but included in the boundaries of urban service agencies, be detached.
4. That the boundaries of future annexations to these agencies follow the urban zoning boundaries.
5. That the agencies adjust their service extension or capital improvement plans so as to make service available within the urban zoned areas, and unavailable outside them.
6. That assessed values be adjusted to reflect the above zoning and service availability policies.

#### E. Land Ownership

Ownership of private land in Martis Valley, with minor exception, is in very large holdings. This may be seen in the ownership map on Plate 2. The Fibreboard Corporation, B. J. Woolverton, Innisfree Corporation, and William J. Austin Company own land amounting to thousands of acres each. It is this unique feature that affords an opportunity to balance the development pattern with open space and forest area without unduly restricting property rights.

Public lands include large holdings of the U.S. Forest Service and U.S. Army Corps of Engineers.

Most of the developable lands, including skiable terrain, are in private ownership.

#### F. Developable Lands

As a part of the Planning process, the Placer and Nevada County staff developed a set of physical constraints which would enable them to identify lands with development potential. This method also serves to identify areas which should be maintained as forest land, open space land, and wildlife preservation areas.

The constraints used for identifying developable lands within the Martis Valley Plan area are as follows:

- A. Slopes in excess of 30%. Derived from Slope Analysis Maps prepared for the Martis Valley Plan Area.
- B. Slopes having low stability as shown on the Slope Stability Maps prepared by a consultant for the Martis Valley General Plan and discussed in the text dealing with Geology.

- C. Areas of Critical Sensitivity as defined in "Environmental Sensitivity Analysis for the Martis Valley," James A. Roberts and Associates, 1974.
- D. Areas having a Relative Ecological Value greater than 21.7 as shown on the Summary Sensitivity Map and described in James A. Roberts & Associates, "Environmental Sensitivity Analysis for the Martis Valley," 1974.
- E. Rare or endangered wildlife habitat as presented on Wildlife Maps prepared by California Department of Fish and Game.
- F. Areas considered not developable due to difficult access, remote location, and important wildlife habitat.
- G. Important open space areas. Justification for these is found in the Martis Valley General Plan Goals and Policy statement, environmental reports, and the Martis Valley Visual Analysis.

Based on the above criteria, there are approximately 9,600 acres of potentially developable land within the Martis Valley. Approximately 5,000 acres lie in Placer County and 4,600 acres in Nevada County. Lands which have previously been developed or committed by approvals are not included in this figure.

Because of the large amount of developable land and the fact that Martis Valley General Plan is a 15-year plan, only enough land to accommodate the projected growth for that period is included on the Plan Map.

THE LAND AREA SHOWN AS DEVELOPABLE ON THE DEVELOPABLE LANDS MAP BUT NOT INCLUDED IN A DEVELOPMENT CATEGORY ON THE LAND USE PLAN SHOULD BE CONSIDERED A DEVELOPMENT RESERVE. These reserve lands must be viewed in at least two important ways: 1) Within the 15-year plan period, it may be desirable or necessary to amend the Land Use Plan to conform to changing conditions. Minor changes may occur based on specific project designs which vary slightly from the plan. It should be possible to make major amendments in the Residential

and Neighborhood Commercial districts with a simple review and formal action if the following objectives are met:

- a) The amendment does not result in a change in density.
- b) The amendment does not change the basic district designation.
- c) Suitable access to the new area is proven by the proponent.
- d) The amendment will not place an undue burden upon urban services or public facilities planned or built in anticipation of the locations planned herein.
- e) The amendment allows for development in an area which is at least as environmentally suitable as the original site.
- f) The amendment falls totally within the Developable Lands depicted on Plate 3.

The Planning Commission and Board of Supervisors should find that these objectives are met in making any amendment to this plan.

- 2) These lands should be held for future growth and development beyond the 15-year plan period.

#### G. THE LAND USE PLAN FOR 1990

Following are discussions and recommendations on the major land use features of the Plan Map, Plate 4. It should be stressed that relocation of the residential areas of the plan map into areas shown as "developable" on Plate 3 should be a simple procedure if the criteria on Page 31 are met. This may not require a formal amendment to this plan.

#### Residential

As pointed out in the housing unit inventory (page 21) there are currently 2900 units subdivided or built. In addition, 2750 units are conceptually

approved and are taken as a given in this plan. Demand projections indicate a future requirement of 11,480 residential units. The total future unit count has been converted to acreage within each appropriate residential land use district and suitably located on the plan map.

The distribution of units and acreage is as follows:

	<u>Acres</u>	<u>Units</u>
1. Valley Residential	2100	840
2. Low-Density Residential	1770	1770
3. Medium-Density Residential	4485	13,455
4. High-Density Residential	610	3660

It is anticipated that the demand for primary homes of moderate price will be satisfied largely in the Medium Density Residential area adjacent to the Ponderosa Palisades subdivisions extending southward. The demand for medium cost rentals will primarily be satisfied in the High Density "hub" area northeast of the airport. Both of these areas are located close to public utilities and services and are easily developed which should contribute to a lower cost of development. Mobilehome parks should also be located in the High Density Residential area. The development of second homes will occur in peripheral areas of high natural beauty and recreational potential. These include the base of the ski mountain, Dry Lake, Klondike Meadows, and the southern portion of the old Joerger Ranch. It is anticipated that private recreational amenities will be built with the areas shown as residential on the plan map.

#### Recreation

Transient residential use will occur in the campgrounds anticipated to be built along the Truckee River, Juniper Creek, and Martis Creek. The density of

campsites should not exceed six units per acre within the developed area. Care should be taken in the development of campgrounds in streamside environs to avoid disruption of sensitive riparian eco-systems. Other recreation uses are recommended in the plan including the expansion of the Truckee Regional Park to include the existing ponds of the Truckee Sanitary District. It is recommended that the 9-hole Ponderosa Golf Course be upgraded to 18 holes. These latter measures will double as public safety features beneath the take-off zone of the airport. A third major area of recreational development is the proposed "Aero Park" for sailplane enthusiasts. It is shown in the northwest corner of the airport. If built, it will relieve future conflict between sailplanes and motorized aircraft.

#### Forest

Approximately 23,700 acres is shown on the plan map for areas of timber cropland and resource conservation. This district also includes lands deemed undevelopable on the Developable Lands Map for reasons discussed there. It is recommended that this area be managed under a professional forester's supervision to retain an economically viable production of saw logs and fuel wood. This area contains important wildlife habitat for deer and wild fowl as well as for two endangered species, the Golden Eagle and Wolverine. The Truckee River Barberry (Berberis sonnei) is a rare plant which also occurs here. The Forest District should not be converted to residential use at any density unless the following provisions apply. The division of parcels should be limited to parcels of a size which allows logging or other timber industry to remain viable. Those areas designated as Forestry on the Plan which are not suited for timber production and can be shown to contain residential building sites may be implemented with a zone district which would permit residential uses of the land at a density not to exceed one unit per 20 acres.

Areas to be conserved for sources of aggregate are included in this district. The most prominent feature is along Martis Creek north of the Martis Reservoir Project. Several others are scattered in cinder cone areas where commercial "Red Rock" is available. It is important to maintain good access, remove-ability, and on-site processing of these minerals, encroachment by non-compatible uses must not be tolerated. Methods of removal must be arranged so as not to create noise, water and air quality problems.

#### Open Space

Open Space is an important element in this Plan. As covered earlier,<sup>20</sup> it is a central feature of the Plan and as such, its integrity must be preserved. This is not to say that the land included within the Open Space District cannot be reasonably used. As land uses are established, the land must retain its natural character and the reasons which caused it to be located in the first place must be fully recognized and regarded. This generally precludes the placement of structures in these sensitive areas. Certain uses are permitted such as golf courses, equestrian areas, and livestock grazing. These particular uses have the potential for compacting soils, increasing nutrients and silt in run-off water, and increasing coliform bacteria counts. Care should be taken to locate these features outside of all wetlands and watercourses. Their development and management require consideration and action based upon their potential for pollution.

A network of trails for riding, hiking, and bicycling could be worked into the 6,900 acres of open space features to allow for exciting recreational use while providing an alternative to automobile transportation.

20

Open Space is treated as an amenity in the Environmental Resources Management Element, Page 14.

The Open Space District may be implemented at three different levels; one occurs in this plan. The adjustment and location of development districts during the planning process was balanced with the location of open space to allow each landowner a reasonable use of his land. Second, the zoning which will follow this plan can allow for transferable development rights to be located in the open space and transferred to suit a need. Third, certain portions of this open space can be used to satisfy the requirements of the Planned Unit Development Ordinance. There are other alternatives to maintain or implement the open space features varying from placing the land in agreements under the California Land Conservation Act up to outright purchase of open space easements.

#### Commercial

The commercial acreage is divided into four categories: Ski Base Commercial, Neighborhood Commercial, Tourist and Retail Commercial, and Regional Commercial Reserve.

The Ski Base Commercial including 95 acres, is found in the Northstar Village, at the base of the ski mountain in Section 36, and in small spots on the ski slopes. This district is intended for restaurants, taverns, and retail uses associated with development of ski complexes. No residential use is contemplated in the commercial spots on the mountain itself.

Neighborhood Commercial areas, totalling 41 acres, are located near State Route 267 and within residential developments as a convenience to residents and to minimize unnecessary travel for shopping. The major shopping areas are located in nearby Truckee and not within the plan area.

An 80-acre Tourist and Retail Commercial District is located between the Airport and State Route 267. This is intended to provide for motels, restaurants, and tourist related commercial uses to accommodate air travelers and auto travelers staying overnight in the region. This area may also include retail sales outlets and light service facilities. It is located adjacent to the proposed airline terminals and is screened from Route 267 by a large greenbelt of pine trees.

The plan map includes a Commercial Reserve of 100 acres on the plateau north of the airport as a part of the future "hub" area. Sometime beyond the 15-year plan period, there may be a need for a regional commercial site to include major department stores, professional offices, and heavier commercial uses. Its market area will include all of the eastern portions of Placer and Nevada Counties. It is not anticipated that there will be sufficient demand in the next 15 years to warrant its development. This area should be reserved in the interim by zoning for a very low intensity land use until an adequate demand is known and Truckee expands in this direction.

### Industrial

In the "hub" area north of Truckee-Tahoe Airport, a 150-acre Industrial District is designated. This is the only significant area in the plan earmarked for warehouses, contractor's yards, light manufacturing, and other light industrial uses. It is recommended that design control be put into effect with the zoning to insure the attractive development of the area.

A small industrial section is located within the gravel-aggregate conservation area northeast of the airport to allow for limited screening handling, and processing of that resource.

## Public Service

The major Public Service District in the plan is that for the Tahoe-Truckee Sanitation Agency. This is the proposed location for the regional sewage treatment plant and disposal area which will accept and treat wastewater from North Lake Tahoe, Alpine Meadows, Squaw Valley, Truckee, and Martis Valley.

A second is found on the airport which is discussed in the Transportation Element.

## IV CIRCULATION/TRANSPORTATION ELEMENT

### A. Goals

1. Establish improved access between Highways 267 and Interstate 80 in order to eliminate through traffic in downtown Truckee.
2. Encourage methods of innovative mass transit into and within Martis Valley and the Lake Tahoe Basin.
3. Encourage creative methods of dispersal of travelers to specific destination points from mass transit facilities.

### B. Existing Transportation Facilities

Martis Valley lies adjacent to the northern boundary of the Lake Tahoe Basin. Three highways, an airport, and a railroad provide transportation to and within the plan area. Interstate 80, a major east-west freeway route, forms the north edge of the plan area. This freeway provides the access to Martis Valley, Truckee, Squaw Valley, and the gaming, recreation, and homesite areas of the northern Tahoe Basin, from the metropolitan centers of central California.

State Highways 89 and 267 connect I-80 to Lake Tahoe. Highway 89 is west of the western boundary of the plan area, and connects I-80 to Tahoe City,

via Squaw Valley and Alpine Meadows resort developments. Highway 267 runs from I-80 at Truckee, through the center of the Martis Valley plan area, to Kings Beach. This route serves the Truckee-Tahoe airport, and the Northstar resort community.

The Truckee-Tahoe Airport is a general aviation facility which is currently planning for major capital improvements and expansion. Two scheduled air carriers are seeking final approvals to provide service at this airport.

Interstate buses and Amtrak rail service have regularly scheduled stops in Truckee. These provide limited transportation from the San Francisco Bay area, the central Sacramento Valley and other areas west of Truckee as well as from Reno and other points farther east.

There are no public transit systems currently operating in the Martis Valley, due mainly to the very low population density that currently exists. A small bus operation is being proposed by one of the prospective air carriers to serve their flight passengers between the airport and the major destination, recreation points; namely Northstar, Squaw Valley, and north Lake Tahoe. At present, Northstar provides bus service from its ski hill to the airport and to the bus and train depots in Truckee.

#### C. Proposed Road Network

Highway 267 will remain the major arterial route providing access through the plan area. The existing County and private roads will continue to be the basic collector system, which will expand into the newly developed areas as development progresses.

Included in this General Plan are several new routes, as well as some alternatives for improving the Highway 267/I-80 interface.

The first additional road would connect to Highway 267 just west of the airport. This road would serve the Commercial Reserve, Industrial, and High Density Residential areas north of the airport, as well as the site of the proposed T.T.S.A. disposal area and the existing gravel quarry located east of the disposal site. The route would cross the Truckee River and the railroad tracks, and intersect I-80 at the existing, little-used, Polaris Interchange (Old Truckee Airport Road). Locating the intersection of this road and Highway 267 across from the entrance road to Sierra Meadows will allow for a fully improved and safe intersection when development takes place and when traffic volumes approach the projected numbers. This proposed routing would provide access to I-80 from the large residential developments which are now existing or are proposed in this General Plan, as well as providing access to the industrial and commercial areas near the airport, and recreational areas toward Lake Tahoe.

The second route that will be needed as the planned development occurs, will begin at the same intersection on Hwy. 267, west of the Truckee-Tahoe Airport. It will proceed southerly through the existing subdivisions and onto the developable area at the southern boundary of the Joerger Ranch property.

There is one major problem area that must be considered and corrected before the Martis Valley Plan area can develop to its full potential. This problem concerns the existing, inadequate connection between I-80 and Highway 267 at Truckee. Presently, Highway 267 passes through the center of the central business district of Truckee on the narrow two-lane main street which has diagonal parking. This is a major bottleneck for travel from the freeway to Tahoe along Hwy. 267, and as a consequence, the central area of Truckee is heavily congested even during off-peak times.

It is recommended that in order to provide reasonable vehicular access to the various sectors in this Plan, that the following be carried out:

1. As previously stated, a new connection between Hwy. 267 and I-80 at Truckee is required for the normal development of the Martis Valley and the town of Truckee. It appears that the east Truckee Interchange offers the best alternative for this problem.
2. The two collector roads, the first from I-80 at the Polaris Interchange to Hwy. 267 near the airport, and the second from Hwy. 267 south to the Joerger Ranch and possible ski hill location, will both be required to provide access to developable areas which currently lack adequate access.
3. Highway 267, currently a two-lane highway, would need to be widened to provide the necessary capacity as determined by the traffic study prepared by the Placer County Department of Public Works. Based upon these estimates, six lanes would ultimately be required between Truckee and the Truckee-Tahoe Airport, with four lanes from the airport, southward to Kings Beach. Improvement to this level would provide adequate capacity except during the peak hours, at which times considerable congestion and delay would occur.
4. In the Martis Valley General Plan, a large area of potential development is shown in and adjoining Section 34 on Fibreboard property. The name Klondike Meadows had been used to identify the general area. No access to this area is shown on the General Plan map. The area is served today by logging roads which are served by the existing Martis Peak Road. The Martis Peak Road intersects Hwy. 267 just north of Brockway Summit at an elevation in excess of 7,000 feet. The current intersection is very undesirable and any development proposal must provide an acceptable access.

5. Another area shown on the Plan as having development potential, Sawmill Flat, also has access problems. There is no good access point to this property from within Martis Valley. There is a potential access route entering the property from the Tahoe Basin side, but that property has recently been purchased by the U.S. Forest Service. Their management plans may not include providing access to private property. Any proposal for development on this site must include acceptable access.

In order to plan for this projected highway improvement, the Plan shall contain a 120-foot building setback from the center of the existing Hwy. 267 from Truckee to approximately 1,000 feet southeast of the Truckee-Tahoe Airport entrance road and a 100-foot building setback from the center of existing Hwy. 267 beginning approximately 1,000 feet southeast of the airport entrance road to Brockway Summit. This setback will provide the space necessary to include any foreseeable form of transportation system which may occur in the future. This transportation corridor could provide any of the following: a low level of vehicular service with high volumes on a scenic-type road, a freeway, exclusive bus lanes, rapid transit, or any combination of these modes in order to handle the future moving of people throughout the Plan area.

#### Airport

The Truckee-Tahoe Airport is an existing public general utility airport. It is being developed as an aviation facility that will, in the near future, provide interstate commercial passenger and air freight service. It services a wide area from the crest of the Sierras east to the California-Nevada state line in Placer, Nevada and El Dorado Counties. This airport serves not only (continued to page 43)

as a commercial facility but also as the hub of recreational air traffic for the North Lake Tahoe resort area. Also in the near future the Airport District contemplates an improved, separate landing strip for sailplanes and gliders.

It is recommended that all possible efforts be made to preserve this location for airport use. A conscious attempt must be made in all future land use decisions to avoid potential conflicts between the urbanizing area and this airport. Too often important airport sites have been encroached upon to the degree that their growth is stifled and their future placed in jeopardy.

#### D. Public Transportation

As the population and the resort/recreation developments grow, the possibility of establishing a viable public transportation system also grows. It would be expected that buses will be the only non-auto mode of transportation that could develop significantly within the Martis Valley. Rail systems, monorails, hovercrafts, aerial tramways, etc., are all alternate transportation modes, but none of these is expected to be a feasible alternate to roadway oriented transit within the Martis Valley, except possibly a local system contained within a development.

The initial efforts at providing public transportation will likely be privately financed and operated. These systems would probably serve the airport, and possibly the Truckee rail and bus depots, and connect to the various recreation areas in Martis Valley, along Highway 89, and around the north shore of Lake Tahoe. Various large developers may provide private buses for the residents and day recreationalists of their projects, as has been done at several existing developments at north Tahoe. As mentioned earlier, Northstar currently provides

some bus service, and the proposed air carriers are planning to implement some service also.

Eventually, as the population density increases, and as private auto traffic becomes more congested and difficult, a regular public transportation system could be established, combining all the private systems which may be in existence at that time. Such a system could be designed to serve not only Martis Valley, but the whole Truckee, Tahoe City, stateline areas. An efficient transit system, if highly patronized, could eliminate some of the need for future major expansion of the roadway networks.

#### Trails - Equestrian, pedestrian, bicycle

There are several existing trails in and around the plan area which are used basically for equestrian and snowmobile use. The Northstar development has an equestrian trail system within their property. Several proposed trails are shown on the General Plan, however, at the current stage of development in the valley, it is very difficult to predict possible future trail usage. Any road developments or improvements should provide for bicycle traffic as this mode of transportation and recreation is becoming very popular and is expected to continue to increase. Developments should be required to provide dedications of lands for public trails, especially along the trail route shown in the Plan. Other trails, not shown on the Plan, should be provided for as development occurs and new needs become apparent.

#### Noise

The primary sources of noise in the Martis Valley Plan Area result from transportation or industrial uses of the land. Roads, railways, and an airport

are primary contributors while the balance of the noise is made up by a quarrying project and a lumber mill.

The airport noise has drawn a small number of complaints from homeowners located at the north end of the main runway. A subdivision exists in this area and the homes are subjected to a certain amount of intensive noise from aircraft using the airport. In the future, conflicts in land use resulting in these problems should be avoided.

The noise generated by traffic on Highways 80 and 267 has been estimated by the California Department of Transportation. The average distances from Route 80 to the 65 decibel contours were calculated for "at grade", 20-foot cut, and 20-foot embankment conditions between Truckee and the Nevada stateline. Traffic conditions throughout the above limits are similar and noise levels were calculated for 1974 and 1995.

The contours are based on traffic volumes and speed. This method was developed in the National Cooperative Highway Research Program Report 117. The distances to the 65 dBA contours are measured from the center of the nearest traffic lane.

<u>Year</u>	<u>Distance to L<sub>10</sub> 65 dBA Contour</u>		
	At grade	20-foot cut	20-foot embankment
1974	280'	65'	20'
1995	400'	75'	55'

Along Hwy. 267 between Truckee and Brockway Summit, the Department of Transportation has completed maps showing the L<sub>10</sub> noise level for both 65 dBA and 70 dBA for the year 1974 and 1994.

<u>Year</u>	<u>Distance to L<sub>10</sub> 65 dBA Contour From Centerline of Hwy.</u>	<u>Distance to L<sub>10</sub> 70 dBA Contour From Centerline of Hwy.</u>
1974	350 feet	120 feet
1994	750 feet	250 feet

These figures need to be adjusted for more specific use since there are certain factors which were not considered in the above projections. These factors include 1) variations caused by barriers outside the highway right-of-way, 2) variations caused by noise emanating outside the highway right-of-way, 3) the effects of curves in the road alignment, 4) the grade of the roadway, 5) and the topography of the surrounding area.

The Martis Valley Plan area has about six miles of railroad tracks crossing the Northern boundary of the plan area adjacent to Interstate 80. Information regarding noise generated by trains is generally not as accurate nor as available as highway noise information. Similar factors as those stated above affecting highway noise would also apply to railroad noise. Information from the Department of Transportation indicates that the passage of an average train creates a noise level of 70 decibels at a distance of 1325' from the source and 80 decibels at 500' from the source.

The Southern Pacific Railroad Company which operates on these tracks, indicates that at the present time, 20 trains use the tracks daily.

The other two major noise sources in the plan area are Sanderson's Quarry and the Fibreboard Lumber Mill in Truckee. The quarry is located at a location which at the present time does not conflict with any other land use in the area. In the future, the full-scale operation of this quarry should be conditioned to avoid the intrusion of noise on noise-sensitive uses which may be affected.

The lumber mill has operated in Truckee for many years. Noise contours resulting from the lumber mill have not been measured. Due to the location of residential areas in the vicinity of this facility, any new construction of residences or noise-sensitive land uses (schools, hospitals, churches) should take into account the presence of the mill and the level of noise generated.

At the present time, two possible land use conflicts exist with respect to noise; 1) the subdivision located immediately Northwest of the Truckee-Tahoe Airport, and 2) the church located on Highway 267 opposite the airport.

#### V POLICIES

Following is a statement of the policies of this County as it relates to the Martis Valley and its future development. Policies are plan statements which are to be implemented following adoption of the plan. They include a reinforcement of certain goals and recommended ways to achieve the objectives discussed in this plan. They are intended as guidelines and directives to be used and understood by Staff as well as by legislative bodies, advisory groups, and private citizens.

#### ENVIRONMENTAL RESOURCE POLICIES

1. Timber croplands, watershed lands, and urban forest lands must be managed and harvested on a coordinated basis and according to the recommendations of professional foresters.
2. Riparian vegetation areas and timber lands must be spared from urban encroachment.
3. Outstanding sport fisheries, especially the Truckee River, must be protected from the detrimental effects of man's activities.
4. Martis Creek and Truckee River should be protected by retention of natural areas along the channels (stream environment zones) either by acquisition

or zoning protection. Roads, bridges or any type of man-made improvements in these zones should be kept at an absolute minimum. Only those necessary to serve development and designed to provide maximum protection of the streams and riparian vegetation may be built. Truckee River and its tributary water sources should be retained at or near present flows and not used for domestic water supplies in order to protect the ecology of the stream and its environment.

5. Maintain sufficient groundwater recharge areas to allow the groundwater source to be perpetually available for domestic use.
6. Make every attempt to retain the existing high quality of water in the Basin and in the Truckee River.
7. A determination must be made of the effect of high intensity uses on the underground water level of Martis Valley, including usage and water quality, before any extensive development which may effect the groundwater occurs. The effects of usage upon the riparian vegetation and meadows must be determined in the same study. If the results of the study indicate that usage of the groundwater seriously impacts the riparian areas, the preservation of meadows and riparian areas must take precedent.
8. The current water quality control plan and monitoring must be continued in Martis Creek and the Truckee River so that erosion and pollution problems can be identified and controlled. Drainage and improvement plans for all development must be accomplished in such a manner as to not affect water quality. Special corrective measures must be taken to solve silting and erosion problems.
9. Conservation of economic mineral deposits should be practiced and their source locations protected from incompatible land uses.

10. Development should only occur in areas of non-extreme climatic conditions to ease cost burdens of construction and maintenance.
  11. Air quality should receive careful consideration with each development proposal in order to keep air quality at or above extant levels.
- 
12. Retention of high quality open space and visual resources is of utmost importance to the future quality of life in Martis Valley.
  13. Protection of archeologic sites and enhancement of historic sites must be constant and diligent.
  14. Retention and enhancement of the area's outstanding outdoor recreation potential should be carried on.

#### COMMUNITY DEVELOPMENT AND TRANSPORTATION POLICIES

1. The flexibility to adjust the location of residential development within the developable lands is an integral part of this plan.
2. Provide for low and moderate-priced housing to accomodate a large and growing support labor force in the Truckee - North Tahoe area.
3. Encourage the consolidation of single purpose public service districts.
4. Limit annexations and encourage detachments of public service agencies in areas not formally committed to development. (This policy may not apply in Nevada County.)
5. Encourage the expansion of public park and recreation facilities for local primary residents and to compliment private recreational amenities.
6. Develop a bi-county plan or agreement which indicates who will provide services as police protection, snow removal, and road maintenance before allowing further, major developments.
7. The counties should establish or designate a single controlling entity within the valley for water and sewage disposal services. A timetable of development for both water and sewer facilities prepared by this

- entity would be included in the guidelines for the county on all future approvals of development. Further development cannot proceed until an effective sewer and water system is funded and under way for each development project.
8. Future proposals to annex territory to the Truckee urban service districts should include a statement of how the extension of that service relates to the extension of other needed urban services.
  9. Future proposals to form new CSA's authorized to provide urban services should include a statement of how, if at all, the above districts will be involved in the provision of services.
  10. Upon adoption of the Martis Valley General Plan and implementing zoning, any areas not zoned for urbanization, but included in the boundaries of urban service agencies should be detached. (This policy may not apply in Nevada County.)
  11. The boundaries of future annexations to those agencies should follow the urban zoning boundaries.
  12. The agencies should adjust their service extension or capital improvement plans so as to make service available within the urban zoned areas, and unavailable outside them.
  13. Assessed values should be adjusted to reflect the above zoning and service availability policies.
  14. No land development can be allowed or urban services provided outside the developable lands depicted on Plate 3.
  15. Actions should be taken to ensure adequate access into and transportation through the Martis Valley.
  16. A variety of cluster and condominium housing to be conveniently served by the transportation system and designed to best fit development into the landscape with minimum disturbance of the natural features must be encouraged.

17. More ski lifts and runs to realize the full potential of the ski slopes should be developed; ski lift development must be kept in balance with the base facilities. Aerial construction techniques must be used in developing ski lift facilities, whenever feasible, so that construction roads will be limited in number.
18. The avalanche hazard areas for the ski slope and development areas must be precisely determined. Evaluation of the effectiveness of possible control measures, including recommendations on the absolute limits of development in various areas, must be made with each project report.
19. A fire safe plan must be prepared on each development to assure protection of both man and the environment. Such a plan must take into consideration the existing fire fighting facilities and the potential of forming an overall fire protection district for the Martis Valley area.
20. Any proposed new developments must be required to provide a thorough traffic study before project approval.
21. When the existing roadway network reaches capacity, no further developments should be allowed without a provision being made to alleviate the traffic problems.

#### Implementation

Basically, a general plan is effectuated by the actions of public bodies and private individuals making decisions and developing their land. Through the adoption of a general plan, the Planning Commission, Board of Supervisors, and other public agencies define the goals and objectives which provide the

guidelines within which decisions, both public and private, are made. To insure progress consistent with those goals, zoning and subdivision ordinances, building and health codes, capital improvement plans and citizen education programs are established. These measures, however, are not fully sufficient. Citizens in the community must take an active interest in seeing that the general plan becomes a reality. Such interest can take the form of attending public meetings, serving on review boards dealing with development matters or simply upholding the spirit of the general plan in private day-to-day decisions.

The goals and policies embodied in the previous sections of this plan set forth the guidelines for development and recommended ways to achieve the desired objectives.

GENERAL RULES FOR INTERPRETATION AND IMPLEMENTATION  
OF THE MARTIS VALLEY GENERAL PLAN

The following basic zone districts may be used in implementing this Plan. Zone districts of a more restrictive nature may be used in each case and still comply with the State requirement for zoning to conform to the adopted plan. Residential densities shown in the Plan should not be exceeded. Combining building site (-B), Land Use Intensity (L.U.I.), Development Reserve, Design Control (-Ds), and other combining districts may be used to better define land uses.

<u>GENERAL PLAN DESIGNATION</u>	<u>POSSIBLE BASIC IMPLEMENTING ZONE DISTRICTS</u>
Forestry	Forestry, Recreation-Forestry, Open Space, Agricultural Exclusive, Farm, Water Influence, and (Forest Residential).
Open Space	Forestry, Open Space, Water Influence, Agricultural Exclusive, Farm, and Recreation-Forestry.
Valley-Residential 2.5 - 10 acres per dwelling unit	Farm, Agricultural-Residential, Tahoe-Sierra Single Family Residential and (Forest-Residential).
Low Density Residential 0.4 - 1.0 dwelling units per acre	Tahoe-Sierra Single Family Residential.
Medium Density Residential 1.0 - 3.0 dwelling units per acre	Tahoe-Sierra Low Density Multiple Residence.
High Density Residential 3.0 - 6.0 dwelling units per acre	Tahoe-Sierra Multiple Residence and Tahoe-Sierra Motel District.
Recreation	Forestry, Open Space, Recreation-Forestry, and (Forest Residential).
Neighborhood Commercial	Neighborhood Commercial and Residential-Professional Office.
General Commercial	Neighborhood Commercial, Central Commercial, General Commercial, Heavy Commercial, Highway Service, Airport, Residential-Professional Offices, Tahoe-Sierra Multiple Residence and Tahoe-Sierra Motel District
Ski-Base Commercial	Recreation-Forestry, Neighborhood Commercial, Central Commercial, General Commercial, Tahoe-Sierra Multiple Residential, Tahoe-Sierra Low Density Multiple Residence, Tahoe-Sierra Multiple Residence, Tahoe-Sierra Motel District and Residential-Professional Offices.

GENERAL PLAN DESIGNATION

POSSIBLE BASIC IMPLEMENTING ZONE DISTRICTS

Industrial

Heavy Commercial, Limited Industrial, Industrial Park, Industrial, Residential-Professional Offices, and Airport.

Ski

Forestry, Open Space

Public Service

Airport, Residential-Professional Offices, Heavy Commercial, Limited Industrial, General Commercial.

APPENDIX A

KEY TO THE MANDATORY ELEMENTS<sup>1</sup>

	<u>PAGE</u>
A. Land Use	33
Integrated into Community Development Element (CDE)	
B. Circulation	39
Included here as a separate element	
C. Housing	21
Integrated into CDE	
D. Conservation	5
Integrated into Environmental Resources Management Element (ERME)	
E. Open Space	
Treated as an amenity and resource in ERME	14
Treated as a land use district in CDE	36
F. Seismic Safety	8
Covered briefly in the geology section of ERME	
Further information appears in the EIR and technical supplement	
G. Noise	44
Covered in the Circulation/Transportation Element	
H. Scenic Highways	
Appears in the County-wide plan	
I. Safety	
Appears in the County-wide plan	

<sup>1</sup>As required by Section 65302 of the California Government Code.

## APPENDIX B

### Recommended Studies

In addition to the site specific studies which must be done in conjunction with each project, there are a number which should be completed prior to any extensive future development.

1. Determine the effects, both adverse and beneficial, of future exploitation of the groundwater for consumptive use. This study should pay particular attention to any adverse effects upon meadows and springs, as they relate to riparian plants and animals which depend upon them. A method of accounting for the cumulative use of water should be set up by the serving utility companies.
2. A valley-wide program should be started to identify in detail:
  - a. Existing baseline runoff and water quality conditions;
  - b. Possible adverse influences of existing land use on hydrologic characteristics;
  - c. Sensitive areas not amenable to development because of potentially uncontrollable adverse effects on hydrology;
  - d. Techniques which might be employed during construction and over the life of the development to minimize, control or avoid adverse effects, and
  - e. Long-range monitoring requirements for ascertaining that no adverse effects are occurring as a result of continuing urban use and/or deterioration of hydrologic control features.
3. Develop a detailed air quality impact analysis framework, including:
  - a. Mathematical models appropriate to the unique characteristics of the Martis Valley; and
  - b. An emissions inventory system for the Valley.

This framework being designed to predict the ultimate effects upon air quality of proposed developments, and to be used as a standard of review in environmental impact analyses and/or reports made for proposed developments of all types allowed in the General Plan area. Any studies shall be done under direct control of the Nevada or Placer County Air Pollution Control Districts in their respective counties. Since both districts are members of the Mountain Counties Air Basin and Coordinating Council, coordination of their activities is provided for.

ACKNOWLEDGEMENTS

PLACER COUNTY  
BOARD OF SUPERVISORS

Alex Ferriera, Chairman  
Robert P. Mahan  
Raymond Thompson  
C. T. (Jim) Henry  
Michael Lee

NEVADA COUNTY  
BOARD OF SUPERVISORS

Larry Filer, Chairman  
Ralph Buchanan  
Thomas Turner  
William Curran  
Fred Conway

PLACER COUNTY  
PLANNING COMMISSION

Frank Kee, Chairman  
Larry Sevison, Secretary  
Francis M. Grey  
Betty Milam  
William A. Nichols  
Lew Wallington  
Jack Lish

NEVADA COUNTY  
PLANNING COMMISSION

J. J. Aguilar, Chairman  
Alvin Sevey  
Robert Crippen  
Donald Huber  
Maxine Hector  
Vern Browning  
James Meshwert

PLACER COUNTY  
PROJECT STAFF

Thomas D. McMahan  
Planning Director

Kenneth L. Milam  
Assistant Planning Director

Frederic K. Yeager  
Associate Planner

John A. Remington  
Assistant Planning Engineer

James Scribner  
Supervising Sanitarian

NEVADA COUNTY  
PROJECT STAFF

Sharon Boivin  
Planning Director

James Louie  
Assistant Planning Director

Patrick Norman  
Planner II

Wesley Zachary  
Deputy Engineer

Harold L. Cox  
Coordinator/Sanitarian

Acknowledgements (cont.)

Martis Valley Task Force

Ron McIntyre  
Innisfree Corporation

Elmo DeRicco  
Nevada St. Dept. of Conservation

Warren J. Cole  
St. Dept. of Water Resources

John Corbett  
U.S. Forest Service

Charles Carter  
Southern Pacific Land Co.

Ossian R. Butterfield  
Truckee-Tahoe Sanitary Dist.

John Wise  
Environmental Protection Agency

Bruce Munro  
Tahoe-Truckee Unified School Dist.

Guy Fairchild  
St. Dept. of Water Resources

Dave DuBois  
Lahontan Reg. Water Quality Control

Fred Worthly  
Dept. of Fish and Game

C. J. Kelly  
St. Dept. of Transportation

George K. Sato  
St. Dept. of Water Resources

Richard Wheeler  
Calif. Division of Forestry

Richard M. Heikka  
Tahoe Regional Planning Agency

Gary Stonehouse  
Sacramento Reg. Area Planning Comm.

George Edmondson  
Truckee-Tahoe Airport

Carole Friedrich

Robert Allison, Supervisor  
U. S. Forest Service - Tahoe

Robert Gray  
Raymond Vail & Associates

C. B. Goudey  
U. S. Forest Service

William Austin Company

Jack Marquette  
Truckee Sanitary Dist.

Sharon Boivin  
Nevada Co. Planning Department

Dr. James A. Roberts  
James A. Roberts Associates

William R. Zion  
Baxter, McDonald, & Smart

Kenneth B. Foster  
Trimont Land Company

Col. F. G. Rockwell  
U.S. Army Corps of Engineers

Gilbert Cochran  
Desert Research Institute

Thomas R.C. Wilson II

Diane Walker  
Co. Supervisors Assn. of Calif.

Mike Zan  
U.S. Forest Service

C. T. Henry  
Placer Co. Board of Supervisors

Lynn Henson  
Corps of Engineers

Hiram Dillon

James Gee

Mr. Andrew Louargand

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28

# Before the Board of Supervisors County of Placer, State of California

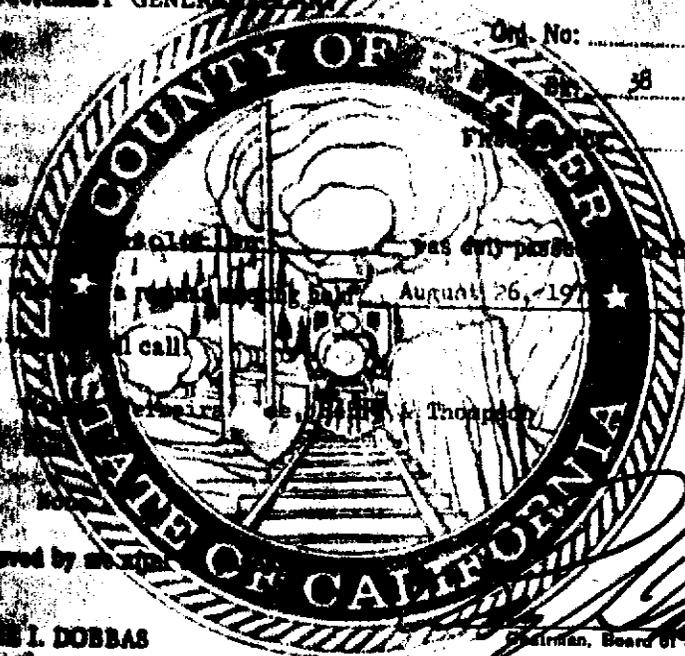
RESOLUTION ADOPTING  
THE MARTIS VALLEY GENERAL PLAN

Resol. No: 75-449

Ord. No:

38

Pg.



The following resolution was duly passed by the Board of Supervisors

of the County of Placer at a regular meeting held August 26, 1975

by the following call:

Ayes:

Noes:

Abstains:

Signed and approved by me this

MAURINE I. DOBBAS  
Chairman, Board of Supervisors

*Phyllis Harris*  
Secretary

WHEREAS, the County of Placer has held numerous public hearings by and through the Planning Commission to consider a general plan for the Martis Valley, which involves approximately 70 square miles in Placer and Nevada Counties; and

WHEREAS, the Planning Commission caused to be prepared an Environmental Impact Report covering the proposed plan and held hearings thereon at which time the report was reviewed and interested parties given an opportunity to be heard, following which the Planning Commission determined that the report was complete and considered the impacts and mitigating proposals set forth in said report; and

WHEREAS, on May 9, 1975, the Planning Commission by formal resolution recommended to the Board of Supervisors that the Martis Valley General Plan be adopted, including the Environmental Impact Report; and

1 WHEREAS, the general plan was then transmitted to the  
2 Board of Supervisors for its consideration; and

3 WHEREAS, the Board of Supervisors has held hearings  
4 thereon and given due notice by publication in the time and  
5 manner prescribed by law; and

6 WHEREAS, all interested parties were given an oppor-  
7 tunity to present testimony, both written and oral; and

8 WHEREAS, after giving all parties an opportunity to be  
9 heard and the Board of Supervisors having considered the specific  
10 environmental impacts as set forth in the Environmental Impact  
11 Report, and considered mitigation proposals for each impact; and

12 WHEREAS, the Board of Supervisors finds that if the  
13 mitigation proposals are included as part of the general plan  
14 amendment that there will be a balance achieved between economic,  
15 social and environmental concerns; and

16 WHEREAS, the Board of Supervisors finds that the  
17 adoption of the Martis Valley General Plan would protect the  
18 environment of the area as well as guide and promote the best  
19 possible development in the area which is required to serve the  
20 public interests and general welfare.

21 NOW, THEREFORE, BE IT RESOLVED that the Board of Super-  
22 visors of the County of Placer adopts the Martis Valley General  
23 Plan, based on the grounds stated above.

24 BE IT FURTHER RESOLVED that notwithstanding changes in  
25 the land-use regulations as contemplated by this general plan,  
26 any pending application for approval of a parcel map pursuant to  
27 Subchapter 1 of Chapter 19 of the Placer County Code, and for  
28 which approval has been formally given by the Parcel Review Com-  
29 mittee, and substantial effort expended subsequent to such  
30 approval in the preparation of the parcel map, on or before  
31 AUGUST 26, 1975, shall not be deemed to be  
32 inconsistent with this Martis Valley General Plan for the pur-  
33 poses of Section 66473.5 of the Government Code, nor shall any  
34 tentative or final subdivision map approved by the Planning  
35 Commission and/or the Board of Supervisors under provisions of  
36 Subchapter 2 of Chapter 19 of the Placer County Code, on or  
37 before AUGUST 26, 1975, be deemed inconsistent  
38 with this Martis Valley General Plan for the purposes of Sections  
39 66473.5 and 66474 of the Government Code.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28

WHEREAS, the general plan was then transmitted to the Board of Supervisors for its consideration; and

WHEREAS, the Board of Supervisors has held hearings thereon and given due notice by publication in the time and manner prescribed by law; and

WHEREAS, all interested parties were given an opportunity to present testimony, both written and oral; and

WHEREAS, after giving all parties an opportunity to be heard and the Board of Supervisors having considered the specific environmental impacts as set forth in the Environmental Impact Report, and considered mitigation proposals for each impact; and

WHEREAS, the Board of Supervisors finds that if the mitigation proposals are included as part of the general plan amendment that there will be a balance achieved between economic, social and environmental concerns; and

WHEREAS, the Board of Supervisors finds that the adoption of the Martis Valley General Plan would protect the environment of the area as well as guide and promote the best possible development in the area which is required to serve the public interests and general welfare.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Placer adopts the Martis Valley General Plan, based on the grounds stated above.

BE IT FURTHER RESOLVED that notwithstanding changes in the land-use regulations as contemplated by this general plan, any pending application for approval of a parcel map pursuant to Subchapter 1 of Chapter 19 of the Placer County Code, and for which approval has been formally given by the Parcel Review Committee, and substantial effort expended subsequent to such approval in the preparation of the parcel map, on or before

AUGUST 26, 1975, shall not be deemed to be inconsistent with this Martis Valley General Plan for the purposes of Section 66473.5 of the Government Code, nor shall any tentative or final subdivision map approved by the Planning Commission and/or the Board of Supervisors under provisions of Subchapter 2 of Chapter 19 of the Placer County Code, on or before AUGUST 26, 1975, be deemed inconsistent with this Martis Valley General Plan for the purposes of Sections 66473.5 and 66474 of the Government Code.