

Letter A



**Truckee Fire Protection District
Of Nevada County**

Fire Chief
Michael S. Terwilliger

Fire Marshal
Robert W. Bena

Board of Directors
Lloyd P. Everett
K. Jerry Goubling
Michael D. Mohr
Joseph E. Straub, Jr.
Gary W. Waters

June 18, 2002

PLACER COUNTY
DATE
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JUN 20 2002
LL
PLANNING DEPARTMENT

Placer County Planning Department
Lori Lawrence, Environmental Review Technician
11414 B Avenue
Auburn, Calif. 95603

RE: Martis Valley Community Plan Draft EIR

Dear Lori,

I have reviewed the Martis Valley Community Plan Update, Draft Environmental Impact Report. I focused only on the provision of services offered by the Truckee Fire Protection District. I offer the following comments:

1. Page 4.11- Paragraph 4.11.1.1- The paragraph states the Truckee Fire Protection District services the plan area from our closest fire station located in the Town of Truckee. The facility is Station 96 located at 10277 Truckee Tahoe Airport Road. It is located outside the Town limits in Nevada County. A-1
2. The second paragraph of 4.11.1.1 under the subtitle Truckee Fire Protection District references the Truckee Fire Department. It is actually the Truckee Fire Protection District as listed in other areas. A-2
3. The third paragraph of 4.11.1.1 states that the TFPD has 23 full time staff and 15 part time staff of which 7 are volunteers. The TFPD has 28 full time staff, 15 part time staff and 2 volunteer staff for a total of 45 members in the organization. A-3
4. Page 4.11-2, under the California Department of Forestry and Fire Protection, the TFPD is once again referred to as the Truckee Fire Department. This is only important in that the term Department infers that the TFPD is a department within a larger organization while District is independent and governed by a separate Board of Directors. It only lends itself well to the confusion existing in the region about the provision of fire services, but certainly does not change the intent of the report. A-4

10049 Donner Pass Road • Post Office Box 2768 • Truckee, California 96160 • (530) 582-7850 • FAX (530) 582-7854

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

All other aspects of the report referencing the Truckee Fire Protection District appear to be accurate. If you have any questions, please feel free to contact me at 582-7850 or e-mail at mterwilliger@sbcglobal.net

Sincerely,



Michael S. Terwilliger, Fire Chief
Truckee Fire Protection District

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER A: MICHAEL S. TERWILLIGER, TRUCKEE FIRE PROTECTION DISTRICT OF NEVADA COUNTY, JUNE 18, 2002

Response A-1: Comment was noted and the following edit is made to Page 4.11-1 – 4.11.1.1 Existing Conditions, first paragraph:

“The TFPD provides residential fire protection and emergency services to the Plan area from their closest fire station, which is ~~located in the Town of Truckee. Station 96 located at 10277 Truckee Tahoe Airport Road. It is located outside the Town limits in Nevada.~~”

Response A-2: Comment was noted and the following edit is made to Page 4.11-1 – 4.11.1.1 Truckee Fire Protection District, second paragraph:

“The Plan area is primarily a “dual jurisdiction” with Truckee Fire Protection District ~~Fire Department~~ as the primary fire department and CDF providing wildland fire services and structural fire support.”

Response A-3: Comment was noted and the following edit is made to the fourth paragraph on Page 4.11-1 under 4.11.1.1 Truckee Fire Protection District:

“The District has ~~28~~ 25 full-time staff and 15 part-time staff and ~~7, of which two seven are~~ volunteers staff for a total of 45 members in the organization.”

Response A-4: Comment was noted and the following edit is made to the third paragraph on Page 4.11-2, under California Department of Forestry and Fire Protection:

“The Martis Valley Fire Station currently contains both the CDF station, “Station 50” and the Truckee Fire Protection District ~~Fire Department~~ station, “Station 96.”

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Letter B

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE
Venture Oaks -MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0638
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July 23, 2002

02PLA0088
SCH 2001072050
Martis Valley Community Update
Draft Environmental Impact Report
03PLA089

Ms. Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the Martis Valley Community Update. Our comments are as follows:

- The Community Plan is not specific as to site development proposals, nor outline areas where trees will be impacted at this level of study. Landscape buffers, building setbacks and road alignments should allow for the maximum preservation of existing trees. Enhancing or maintaining open space, commercial, residential and recreation areas with trees ensures that the roadside experience will continue for users and motorists while enjoying scenic features within the Martis Valley. B-1
- The proposed Community Plan Update for Martis Valley, in and of itself has no adverse hydrologic/hydraulic impact to the State's highway right of way or to Caltrans highway drainage facilities. However, policy set forth in the plan for dealing with surface water (stormwater) runoff and drainage facilities will establish the basis from which future projects governed by the plan will be designed and constructed. The cumulative effects of development on surface water runoff discharge from the peak (100-year) storm event up gradient of any crossing of a river, stream or drainage water course can have a significant adverse impact within the State's highway right of way and the Caltrans drainage or bridge facility. These cumulative impacts should be minimized through project drainage mitigation measures on a project by project basis. B-2

"Caltrans improves mobility across California"

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Ms. Lori Lawrence
 July 23, 2002
 Page 2 of 3

- For projects within the Martis Valley Community Plan area, runoff that will enter the State's highway right of way and/or Caltrans drainage facilities, whether discharged directly or indirectly, must meet all RWQCB water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. The developer is responsible for insuring that runoff from the site meets these clean water standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). This may be accomplished through the implementation of appropriate stormwater quality Best Management Practices (BMPs) (i.e., oil/water separators, clarifiers, infiltration systems, etc.) as applicable. Once installed, these systems must be properly maintained by the property owner.

B-3
- No net increase to the surface water (stormwater) peak runoff discharge (100 year storm event) may be realized within the State's highway right of way and Caltrans drainage facilities as a result of the completion of the project. The developer is responsible for ensuring that stormwater runoff discharge from the project site that will enter the State's right of way and/or Caltrans drainage facilities, whether discharged directly or indirectly, does not increase peak flows within the State's highway right of way or the Caltrans drainage facility. This may be accomplished through the implementation of stormwater management BMPs (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, these systems must be properly maintained by the property owner.

B-4
- The proponent/developer must perpetuate, maintain or improve existing drainage patterns and/or facilities affected by the proposed development/project to the satisfaction of the State and Caltrans. This includes, but is not limited to, altering stormwater pathways and storage areas, whether engineered or naturally occurring. Altering existing drainage patterns and/or facilities without proper mitigation may lead to adverse drainage impacts to State highway facilities or to other local public or private properties. The proponent/developer may be held liable for future damages caused by diverted or increased drainage flows determined to be the result of the proposed development/project that were not properly mitigated for.

B-5
- No detailed drainage plans, drawings or calculations were received with the IGR-CEQA project package. Likewise, no hydrologic/hydraulic study or report was received with the package. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities, the aforementioned documents are required. Please request these documents from the project proponent and send them to D-3 Hydraulics in Marysville for review prior to final project approval.

B-6
- Plans submitted with the IGR-CEQA package did not show the "pre-construction" coverage quantities for buildings, streets, parking, etc. and, no "post-construction" coverage quantities were provided.

B-7

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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Ms. Lori Lawrence
July 23, 2002
Page 3 of 3

- The cumulative effects of development within the project area will result in a significant increase to the impervious surface area while greatly decreasing available area for runoff detention and infiltration. Close attention should be paid to these cumulative effects to avoid over development of the basin.

B-8

Please provide Caltrans with a copy of any further actions regarding this project. If you have any questions regarding these comments, please contact Cathy Chapin at (916) 274-0640.

Sincerely,


JEFFREY PULVERMAN, Chief
Office of Regional Planning

CC: Katie Shulte Joung

"Caltrans improves mobility across California."

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER B: JEFFREY PULVERMAN, CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response B-1 As noted in Section 3.0 (Project Description) of the Draft EIR, the project evaluated consists of the adoption of a new community plan for the Plan area, which would regulate development in the Plan area rather than propose it. A detailed visual impact analysis is provided in Section 4.12 (Visual Resources) of the Draft EIR, which identifies proposed Community Plan visual resource and design guideline policies intended to maintain the existing visual characteristics of the Plan area.

Response B-2 As noted in Section 4.7 (Hydrology and Water Quality) of the Draft EIR, proposed Martis Valley Community Plan policies and implementation programs would ensure that subsequent development projects in the Plan area adequately mitigate their potential increases to drainage flows under project and cumulative conditions (Draft EIR pages 4.7-62 through -73).

Response B-3 Water quality impacts of subsequent development in the Plan area is specifically addressed on Draft EIR pages 4.7-30 through -73. The commentor is also referred to Master Response 3.4.3 (Water Quality).

Response B-4 The commentor is referred to Response to Comment B-2.

Response B-5 The commentor is referred to Response to Comment B-2.

Response B-6 As noted in Section 3.0 (Project Description) of the Draft EIR, the project evaluated consists of the adoption of a new community plan for the Plan area, which would regulate development in the Plan area rather than propose it. Project-specific drainage studies as well as proposed mitigation to avoid significant flooding and drainage impacts will be made available as part of project consideration by the County.

Response B-7 The commentor is referred to Response to Comment B-6.

Response B-8 The commentor is referred to Response to Comment B-2 and B-6.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Letter C
A Public Agency



August 9, 2002

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Anita Bertolini - Clerk of the Board

Lori Lawrence, Environmental Review Technician
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Subject: Comments on Martis Valley Community Plan and EIR

Dear Ms. Lawrence:

Enclosed please find the following comments of Northstar Community Services District:

- 1) Against changing of the land use modification for Section 31; and
- 2) Noting the understanding that the emergency connector road from Northstar to Shaffer Mill Road be open for general public pedestrian use.

C-1

Also attached is a letter from Northstar Property Owners Association in support of the comments of NCSD.

C-2

You should be aware that these two organizations through their elected Boards represent all registered voters in the Community, and separately all other property owners of Northstar.

Sincerely,



Paul F. Rouser
General Manager

Enclosures as stated

909 Northstar Drive, Truckee, CA 96161
Administration: 530.562.0747 / Fax: 530.562.1505 / E-mail: northstarcsd@telis.org
Fire Department: 530.562.1212 / Fax: 530.562.0702 / E-mail: northstarfire@thegrnd.net
Utilities: 530.562.0669 / Fax: 530.562.1305 / E-mail: northstarutility@telis.org

**NORTHSTAR COMMUNITY SERVICES DISTRICT
COMMENTS ON MARTIS VALLEY COMMUNITY PLAN
SUBMITTED MAY 23, 2002.**

1) **Request that the Proposed "Land Use" modification for Section 31 be denied:**
Proposed Land Use, as shown on Fig.1 of the Plan submitted May 23, 2002 modifies the land use of Section 31, NW quadrant from "Open Space" to "Low Density Residential".

Northstar Community Services District takes exception to this modification, particularly as the landowner has indicated an unwillingness to provide the general public trails through a portion of this land. We request that this modification not be instituted as:

- i) All previous submittal of the plan alternatives prior to the May 23, plan indicated that the land within this section would remain predominantly open space. No discussion on changing this designation occurred during the public sessions, and Planning indicated informally that this land was to remain open space.
- ii) This land is adjacent to lands within the Northstar area, and to the Martis Dam properties of the Corps of Engineers. The public enjoys access to the Corps Properties, and Northstar Community Services District has contracted to install and maintain trails throughout the trail properties in Martis Valley. Residents and visitors of Northstar have regularly used this portion of Section 31 as access to the Corps lands, with all enjoying the riparian area trails that exist within it.
- iii) Figure 3, "Recreation Sites Parks and Trails" shows trails through this section.
- iv) Goal 1.G: To preserve and enhance open space lands to maintain the Natural Resources of the County.
- v) Goal 1.H: To preserve open space for outdoor recreation purposes.
- vi) Goal 7.E: To develop a system of interconnected trails...
- vii) Policies 7.E.4 describes the obligation of the county to require proponents of new developments to dedicate land for trails through their subdivisions.
- viii) The Policies linked to these Goals appear to set the interest of the general public above that of the landowner.

C-3

2) **Use of the Northstar / Shaffer connector Roadway:** This "emergency use" roadway should be available for general public pedestrian use including walking, biking, and cross county skiing.

- i) All Committee members agreed to this when the issue of the installation and use of the connector was voted upon at the public meeting.

C-4

**northstar
property owners
association**

July 26, 2002

Lori Lawrence, Environmental Review Technician
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Subject: Martis Valley Community Plan Update

Dear Ms. Lawrence:

Please be advised that the Northstar Property Owners Association is completely supportive of, and do endorse, the comments of the NCSD attached.

- 1) Against changing of the land use modification for Section 31; and
- 2) Noting the understanding that the emergency connector road from Northstar to Shaffer Mill Road be open for general public pedestrian use.

C-4
cont'd

Thank you,


Hank Simmons
NPOA Board President

2200 NORTH VILLAGE LANE • TRUCKEE, CALIFORNIA 96151 • TELEPHONE (530) 562-0322
FAX (530) 562-0324 • E-mail: npoa@jps.net • http://www.jps.net/npoa

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER C: PAUL ROUSER, NORTHSTAR COMMUNITY SERVICES DISTRICT

Response C-1 Comment noted. The commentor is referred to Response to Comment C-3.

Response C-2 Comment noted. The commentor is referred to Response to Comment C-4.

Response C-3 The commentor's concerns regarding the proposed land use designation associated with Section 31 under the Proposed Land Use Diagram and its use as open space and trail usage is noted and will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration. This is a policy issue associated with the proposed Martis Valley Community and not a specific comment regarding the adequacy of the Draft EIR. The Draft EIR currently evaluates it as Low Density Residential. Conversion of this proposed land use designation to Open Space would not result in any new significant impacts on the environment that were not evaluated in the Draft EIR.

Response C-4 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis) and Response to Comment C-3.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Letter D
A Public Agency

**Northstar
Community
Services
District**

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Jim Lochridge - District Manager
Bill Zahn - Fire Chief
Julie Bertoni - Clerk of the Board

August 9, 2002

Lori Lawrence, Environmental Review Technician
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Subject: Comments on Martis Valley Community Plan and EIR

Dear Ms. Lawrence:

Enclosed please find the comments of the Northstar Community Services District on the Martis Valley Plan EIR. Detailed comments are included for:

- 4.4, Traffic and Circulation
- 4.11, Services – Fire
- 4.11, Services – Water

D-1

Also enclosed is a copy of our comments on the proposed modification of land use in Section 31 in the May 23, 2002 version of the Plan, and the use of the connector road. This attachment is also being forwarded under separate cover, together with an endorsement letter from the Northstar Property Owners Association on these issues.

D-2

Sincerely,

Paul F. Rouser

Paul F. Rouser
General Manager

Enclosures as stated

608 Northstar Drive, Truckee, CA 96101
Administration: 530.562.0747 / Fax: 530.562.1505 / Email: northstarcad@telk.org
Fire Department: 530.562.1212 / Fax: 530.562.0703 / Email: northstarfire@thegrid.net
Utilities: 530.562.0689 / Fax: 530.562.1505 / Email: northstar@telk.ca

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

**GENERAL COMMENTS AND RECOMMENDATIONS OF NCSD ON 4.4
TRAFFIC AND CIRCULATION**

The EIR and the Plan are based upon a number of assumptions and traffic flow arrangements that we believe to be erroneous. We request that the following recommendations be thoroughly considered for the plan and replace those that exist where appropriate.

D-3

1) Recommendations

- i) Do not open the Northstar/ Shafter Mill connector road to normal traffic. Do open the connector road for emergency use, as a general public trails for biking, walking and skiing, and possibly for transit.
- ii) Do not open the Big Springs / Highlands road loop for traffic. Gate the road and have it available for emergency use, as a general public trails for biking, walking and skiing, and possibly for transit. (Opening this road to normal traffic will seriously impact the Big Springs area, all feeders off of Martis Landing, and Northstar Dr. in total, i.e. all of the existing Northstar community).
- iii) Move the existing parking lots to intercept lots at the entrance to Northstar, considering access both from Northstar Dr. and from the employee housing area.
- iv) Do install a new 4 lane access for Northstar Dr. from 267 to the area around the gas station, possibly with a round- about. The existing Northstar access should be realigned, and /or regraded. The existing grade and location is especially hazardous in winter conditions, and almost impossible to keep ice-free.
- v) Do not make Northstar Dr. 4 lanes from the gas station to Basque; rather, install a turning lane to Basque from the east.
- vi) Do not re-zone SPI properties to permit an added 1360 DU to area. This is consistent with MM4.4.1b., and consistent with the direction of the Board of Supervisors to the Plan committee.
- vii) Note that if the Martis Ranch Community is built, Northstar Fire and CDF Fire Prevention will require a loop road. The single access from opposite the Northstar employee housing entrance is not adequate.
- viii) Recognize that funding for 4 lanes of 267 from south of Northstar to I-80 is not expected in the foreseeable future, add a 3rd lane from the 1 mile sign for turn off into the intercept lots and Northstar Dr.
- ix) Use the mitigation fees collected previously for portions of the capital improvements suggested above.
- x) Require developers to set aside funds for each phase of the development that will be dedicated to agreed upon mitigation measures described in the plan. Tie the capital improvements to LOS thresholds limits defined now.
- xi) Require increases in day skier use to be subject to mitigation fees for the ski facility owners.
- xii) Require all roads mitigation fees collected in Martis Valley be used in Martis Valley, or the Town of Truckee.
- xiii) Relocate the chain-check to a location to the south of the new employee housing intersection.

D-4

D-5

D-6

D-7

D-8

D-9

D-10

D-11

D-12

D-13

D-14

D-15

D-16

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

COMMENTS NCSD FIRE:

GENERAL COMMENTS TO FIRE PROTECTION RELATED TO ACCESS:

NCSD Fire and CDF Fire policies require that at least 2 accesses be provided to each portion of each community for emergency conditions. These emergency roadways are expected to be designed for full service, meeting County standards, and open year round. This requirement has resulted in the planned second access into Northstar's employee housing, the emergency access roadway into the planned new village at Northstar, and the planned loop from Big Springs to the Highlands. It is also the reason for the connector to Shaffer Mill Road from Northstar, and the basis for comments on the need for a secondary access roadway into the planned SPI development. Lack of access should currently be a **significant** concern. The installation of the roadways noted above, and others may mitigate it as appropriate during development.

The Plan should be amended to reflect these comments.

D-17

MODIFY ATTACHED PAGES 4.11-2, -7, -8, -9, -14, AS MARKED AND WITH FOLLOWING INSERTS.

INSERT 1..... P.4.11-2

Replace the existing paragraph on NCSD Fire with:

"Northstar Community Services District Fire (NCSD Fire)
The Northstar Community Services District covers approximately six square miles. It includes approximately 1500 residences, a commercial Village, and the Northstar at Tahoe Resort, the ski mountain and associated summer and winter facilities. Its population varies from approximately 500 to 12,000. NCSD Fire has one fire station located on Northstar Drive. It provides fire safety and paramedic services to the community. The paramedic program in place with medical response to all residences, commercial facilities, the Ski Mountain and trails. Ambulance service is provided through agreements with TFPD. NCSD Fire is staffed by 9 full time and 4 seasonal employees. Of the 13, 5 are paramedics, and the balance are certified Emergency Medical Technicians (EMTs). The Department operates 1 platform truck, and 1 wildlands truck and 2 structural trucks, in addition to smaller equipment. It currently has an average response time of 4 minutes and an ISO rating of 3."

D-18

INSERT 2).....P4-11.8

NCSD Fire will require modifications to its fire station to handle personnel and equipment increases for the new Village, and will require a new facility also be constructed and equipped when the Highlands area is built. Funds for these capital improvements will come from developer obligations, and from mitigation fees. All new construction within the NCSD area will be under existing fire protection zone ordinances which require parcel and open spaces be cleared of excess vegetation, and buildings sprinkled and alarmed. Funding for NCSD Fire is from property taxes.

D-19

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

GENERAL COMMENTS RELATED TO IMPLEMENTATION PROGRAMS AND FEES

- Believe the numbering system on 4.11-14 is messed up. You may want to note the following in the implementation programs. | D-20
- NCSD Fire has an ordinance in place that requires developers to pay for the capital improvements necessary to support their development. | D-21
- NCSD Fire has mutual aid agreements in place with adjacent districts and CDF. | D-22
- NCSD Fire has an ordinance in place requiring cleared fire breaks around and throughout the community residences and wildlands. | D-23

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

4.11 PUBLIC SERVICES

TFPD's new station in Truckee is capable of providing current and future fire protection services within the Plan area and the entire bi-county Fire District. This station was built to accommodate future development allowed under the 1975 Martis Valley General Plan. Currently, the station is manned full-time and operates one engine and one ambulance. TFPD recently updated their sphere of influence with LAFCO and does not anticipate any increase in their service area or require any additional facilities to accommodate future development in their service area (Terwilliger, 2001). Funding for TFPD comes entirely from property tax revenue (Engler, 2001).

~~NORTHSTAR COMMUNITY SERVICES DISTRICT/NORTHSTAR FIRE DEPARTMENT (CSD)~~

insert 1)
This Northstar Community Services District (CSD) covers six square miles and has a seasonal service population ranging from 500 to 48,000. The Northstar Fire Department, which is part of CSD, has one fire station. This station is located ~~north of the~~ intersection of Northstar Drive and Big Springs Drive within the Northstar-at-Tahoe resort area and is staffed by eight full-time and 20 part-time personnel. ~~At least 90 percent of the staff is qualified as Emergency Medical Technician I (EMT I). This department operates three pumper trucks and one ladder truck.~~ Response times are typically within four minutes because of its location within Northstar-at-Tahoe. Funding for CSD comes entirely from property tax revenue (Bartolini, 2001).

CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION (CDF)

During the fire season (May 15 to November 1), the California Department of Forestry and Fire Protection Services (CDF) maintains two engines at the new Truckee Fire Protection District station, also called the "Martis Valley Fire Station," which is located near the Truckee-Tahoe Airport. The Martis Valley Fire Station currently contains both the CDF station, "Station 50," and the Truckee Fire Department station, "Station 96". CDF primarily deals with wildland fire hazards in the area and the Truckee Fire Department and CSD provide protection for structural fires. CDF also responds to structural fires in emergency situations as part of their mutual aid agreement with TFPD, CSD, and the U.S. Forest Service. From July 1 to October 15, CDF staffs the Lookout for three days a week with volunteers. CDF would ultimately like to provide daily staffing in the Lookout during fire season (Rinella, 2001).

The CDF service area includes Cisco Grove east to the Nevada state line, and the area stretching five miles north of Truckee to the area 10 miles south of Truckee. CDF has four staff members at their Truckee station, including the Battalion Chief who is present at the facility four days a week. Within the Plan area, CDF's response time is five minutes or less. Both fire engines are "Type 3" and have a 500 gallon per minute (gpm) flow. One of the engines has 4-wheel drive with a 500-gallon capacity. The second engine has 2-wheel drive with a 650-gallon capacity (Rinella, 2001).

CDF is funded entirely by the State, and does not charge a development fee for the extension of fire protection services. Additionally, CDF can be contracted by the Truckee Fire Department to provide fire protection services throughout the winter (non-fire) season (Rinella, 2001).

CDF recommends several provisions for new development projects, including: 1) implementation and management of a fuel reduction zone along project boundaries; 2) reduction of fuel loading over the entire project; 3) maintenance in perpetuity of the fuel reduction zone; 4) recordation of the fuel reduction zone as property owner's association property; 5) verification by the property owner's association of its responsibility to maintain the fuel reduction zone; 6) use of noncombustible building materials.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

4.11 PUBLIC SERVICES

- Policy 4.1.6 The County shall continue to promote standardization of operations among fire protection agencies and improvement of fire service levels.
- Policy 4.1.7 The County shall maintain and strengthen automatic aid agreements to maximize efficient use of available resources.
- Policy 4.1.8 The County shall work with local fire protection agencies to maintain a pre-fire planning program with selected high-risk occupancies reviewed at least annually.
- Policy 4.1.9 The County shall ensure that all proposed developments are reviewed for compliance with fire safety standards by responsible local fire agencies per the Uniform Fire Code and other County and local ordinances.
- Policy 4.1.11 The County shall encourage local fire protection agencies to provide and maintain advanced levels of emergency medical services (EMS) to the public.

The proposed Martis Valley Community Plan policy document contains goals, policies and implementation programs that are generally consistent with the policy provisions of the Placer County General Plan.

4.11.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A public services or utilities impact is considered significant if implementation of the project would result in the following:

- 1) Increase the demand for additional personnel, equipment, or facilities, and/or results in a negative effect that impairs the ability of the service provider to maintain an acceptable level of service for fire protection and emergency services.

METHODOLOGY

Evaluation of potential fire service impacts of the project was based on consultation with the fire protection and emergency service providers in the Plan area, including the Truckee Fire Protection District, the California Department of Forestry, and the Northstar Community Services District, as well as review of the existing Martis Valley General Plan, Martis Valley Community Plan, and the Placer County General Plan.

PROJECT IMPACTS AND MITIGATION MEASURES

Impact 4.11.1.1 Fire Protection and Emergency Medical Services

PF Implementation of the Proposed Land Use Diagram would increase the population of the fire protection and emergency medical services providers' service area. The existing facilities, personnel and equipment are sufficient to accommodate the buildout conditions associated with this land use map. Additionally, the existing funding mechanisms are sufficient to pay for increased impacts on services. However, proposed development associated with the Proposed Land Use Diagram are located outside of Truckee Fire Protection District and the Northstar CSD's service areas. The areas that

*IS THIS DUPLICATED?
K. J. P. M.*

D-24

Placer County
May 2002

Martis Valley Community Plan Update
Draft Environmental Impact Report

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

4.11 PUBLIC SERVICES

would be located outside of the fire protection districts' service areas include sections 21, 27, 33 and 34 of Township 17 North, Range 17 East. This would result in a **significant** impact.

AA Implementation of the Existing Martis Valley General Plan Land Use Map would increase the population of the fire protection and emergency medical services providers' service area. The existing facilities, personnel and equipment are sufficient to accommodate the buildout conditions associated with this alternative. Additionally, the existing funding mechanisms are sufficient to pay for increased impacts on services. However, proposed development associated with Alternative AA are located outside of Truckee Fire Protection District and the Northstar CSD's service areas. The areas that would be located outside of the fire protection districts' service areas include sections 21, 26, 27, 28, 33, 34 and 35 of Township 17 North, Range 17 East; and sections 4, 5, 8 and 9 of Township 16 North, Range 17 East. This would result in a **significant** impact.

AB Implementation of the Alternative 1 Land Use Map would increase the population of the fire protection and emergency medical services providers' service area. The existing facilities, personnel and equipment are sufficient to accommodate the buildout conditions associated with this alternative. Additionally, the existing funding mechanisms are sufficient to pay for increased impacts on services. However, proposed development associated with Alternative AB are located outside of Truckee Fire Protection District and the Northstar CSD's service areas. The areas that would be located outside of the fire protection districts' service areas include sections 21 and 28 of Township 17 North, Range 17 East. This would result in a **significant** impact.

AC Implementation of the Alternative 2 Land Use Map would increase the population of the fire protection and emergency medical services providers' service area. The existing facilities, personnel and equipment are sufficient to accommodate the buildout conditions associated with this alternative. Additionally, the existing funding mechanisms are sufficient to pay for increased impacts on services. However, proposed development associated with Alternative AC are located outside of Truckee Fire Protection District and the Northstar CSD's service areas. The areas that would be located outside of the fire protection districts' service areas include sections 21 and 28 of Township 17 North, Range 17 East. This would result in a **significant** impact.

PP Proposed Land Use Diagram

Implementation of the Proposed Land Use Diagram would result in up to 9,220 residential units, as well as office, commercial and recreational uses and facilities. According to Truckee Fire Protection District, they are equipped for buildout of the Plan area under the Existing Martis Valley General Plan Land Use Map, which has more development potential than the Proposed Land Use Diagram. TFPD has stated, "that there will be no increased impact on the provision of fire services in this region as it pertains to the development of facilities in the region" (Terwilliger, 2001). CDF and Northstar Community Services District (CSD) provide only limited fire protection services within the Plan area. CDF and CSD may experience impacts as a result of development under this scenario; however, it is likely that TFPD would compensate for these potential impacts and deficits as part of their mutual aid agreement. Truckee Fire Protection District has fire protection requirements and standards for new development projects, including fire hydrants, fire flow, access and roadway length, which would mitigate the increased demand for fire protection services. CDF also has development standards such as fuel modification zones. Funding for TFPD comes from property taxes and development mitigation fees, Northstar CSD receives funding from property taxes, and CDF is funded by the state. Some of the money

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D-24 cont'd

D-25

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4.11-8

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

4.11 PUBLIC SERVICES *CDF*

*ALSO
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received from these sources is used to pay for future facilities and equipment as needed. CDF does not provide fire protection for structural fires, except on rare occasions. Therefore, any development located outside of a service area would not receive adequate fire protection and emergency medical services. The following proposed Community Plan policies, existing fees, and capacity of TFPD to serve the developed area would help mitigate the impacts on fire protection and emergency services. The existing funding mechanisms would adequately pay for the increased impacts on the fire and emergency medical service providers; however, the Proposed Land Use Diagram would locate residential uses outside of existing service areas, as shown on **Figure 4.11-1**, including sections 21, 27, 33 and 34 of Township 17 North, Range 17 East (Waddle Ranch and the Sierra Pacific property).

AA Existing Martis Valley General Plan Land Use Map

Implementation of the Existing Martis Valley General Plan Land Use Map would result in up to 11,668 residential units, as well as office, commercial and recreational uses and facilities. Like the Proposed Land Use Diagram, this alternative would increase the demand for fire protection and emergency services in the Plan area. This alternative proposes residential development under this alternative in areas that are outside of the TFPD and CSD's service areas, as shown on **Figure 4.11-1**, including sections 21, 26, 27, 28, 33, 34 and 35 of Township 17 North, Range 17 East (Waddle Ranch, Sierra Pacific property, and the small ownership area east of SR 267); and sections 4, 5, 8 and 9 of Township 16 North, Range 17 East (area along the southern edge of the Plan area, west of SR 267). Alternative AA has a more intense land use pattern than the Proposed Land Use Diagram. The Existing Martis Valley General Plan locates more development outside of the TFPD and CSD service areas in locations that are not currently developed, which would require additional fire and emergency medical services than the Proposed Land Use Diagram.

Comments to about

AB Alternative 1 Land Use Map

Implementation of Alternative 1 Land Use Map would result in up to 10,311 residential units, as well as office, commercial and recreational uses and facilities. Like the Proposed Land Use Diagram, this alternative would increase the demand for fire protection and emergency services in the Plan area. This alternative would have more of an impact on fire protection services than the Proposed Land Use Diagram because of the increased number of residential units, commercial and recreational uses. The Alternative 1 Land Use Map proposes residential development along State Route 267 in an area that is located outside of the TFPD and CSD service areas. This area includes sections 21 and 28 of Township 17 North, Range 17 East (Waddle Ranch). Currently this area is served by CDF, as the land is undeveloped forest. Because development associated with Alternative AB would be located outside of TFPD and CSD's service areas, additional fire and emergency medical services would be necessary. However, compared with the Proposed Land Use Diagram, this alternative would not result in as much developed land outside of the TFPD and CSD service areas, as this alternative does not propose residential and ski-based/tourism/commercial uses in the Sierra Pacific property.

AC Alternative 2 Land Use Map

Implementation of Alternative 2 Land Use Map would result in up to 7,956 residential units, as well as office, commercial and recreational uses and facilities. This alternative would increase the demand for fire protection and emergency services in the Plan area. Like Alternative AB, this alternative proposes residential development along State Route 267 in an area that is located outside of the TFPD and CSD service areas. This area includes sections 21 and 28 of Township 17 North, Range 17 East (Waddle Ranch). Currently this area is served by CDF, as the land is

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Placer County Martis Valley Community Plan Update
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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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Implementation Programs

Permit Fees

24. Require new development plans to be submitted to the local fire district and CDF for review and approval prior to approval and/or issuance of certificates of occupancy, as appropriate.

Responsible Agency/Department: Land Development Department
 Time Frame: On-going
 Funding: Permit fees

25. Require land developers to pay in lieu fees, dedicate land, or purchase equipment as necessary to ensure adequate fire protection facilities are available as the Plan area builds out.

Responsible Agency/Department: Servicing Fire Districts
 Time Frame: On-going
 Funding: Impact fees

26. Continued provision by CDF of wildlands protection of State Responsibility Area lands throughout the Community Plan area, and provision of contract services as needed.

Responsible Agency/Department: Board of Supervisors, California Department of Forestry
 Time Frame: On-going
 Funding: General Fund

27. Inspect all new construction and remodel projects for fire code compliance prior to issuance of certificates of occupancy.

Responsible Agency/Department: Placer County Building Department / Truckee/Northstar Fire Protection District
 Time Frame: On-going
 Funding: User fees

28. Inspect and test all automatic fire extinguishing systems in accord with State Fire Marshal regulations and the National Fire Protection Standards.

Responsible Agency/Department: Placer County Building Department / Truckee/Northstar Fire Districts
 Time Frame: On-going
 Funding: User fees

29. Establish training requirements with fire fighter certification for paid fire fighters and volunteer fire fighter certification for on-call fire fighters.

Responsible Agency/Department: Truckee/Northstar Fire Protection District
 Time Frame: On-going
 Funding: District funds

SEE GENERAL COMMENTS RELATED TO IMPLEMENTATION PROGRAMS and FEES

D-26

COMMENTS NCSD UTILITIES

MODIFY ATTACHED PAGES 4.11-38, 4.11-42,4.11-43 4-11-53 AS MARKED AND WITH FOLLOWING INSERTS

INSERT 3 ...P4.11-42

Replace the existing par with:

CSD has five storage and distribution reservoirs for potable and raw water. Potable water is stored and distributed by Two 1- million gallon storage tanks named Reservoir "C" which are located in the Ski Trails Condominium area at an approximate elevation of 6,500 feet and Two 280-million gallon storage tanks named Reservoir "D" located above the Big Springs development at approximate elevation of 6,700 feet. An earth fill impoundment named Reservoir "A" stores approximately 180 acre feet of raw water collected from Sawmill Flat springs and is used primarily for snow making, fire suppression systems in the upper areas and as emergency water supplies for the treatment facility.

D-27

Pressure reducing stations provide five pressure zones in the range of 60 to 120 psi throughout the community. All potable water within the Northstar area is treated through the existing 1.7 mgd treatment plant.

INSERT 4 ...P4.11-43

Replace the existing par with:

Future plans include upgrades to the existing treatment plant, locating and developing a third well system at the north edge of the development boundaries and integrating a fourth well system mid-mountain named Cornstock. Proposals for Reservoirs "E" to provide water to the proposed Employee Housing and Reservoir "F" to provide additional supplies and pressure for Unit 7 are in the planning stages. Exact locations of the storage tanks have not been determined.

D-28

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

4.11 PUBLIC SERVICES

Policies and Implementation Programs

New development projects in the Plan area would be required to adhere with policies and implementation programs in the Martis Valley Community Plan. Compliance with these Plan policies and implementation programs would provide mitigation for school services impacts. The reader is referred to Impact 4.11.3.1 regarding applicable proposed policies and implementation programs.

Mitigation Measure

None required.

4.11.4 WATER SERVICE

4.11.4.1 EXISTING CONDITIONS

Water service in the Plan area is provided by three agencies: the Placer County Water Agency (PCWA), the Truckee-Danner Public Utility District (TDPUD), and the Northstar Community Services District (CSD). ~~However, new development in the Plan area would be served by PCWA.~~ Both PCWA and TDPUD extract groundwater for their source of potable water and do not currently rely on surface water sources. Northstar CSD uses a combination of surface water sources from springs, which are located within the Northstar development, and groundwater. The reader is referred to Section 4.7 (Hydrology and Water Quality) regarding surface and groundwater resources in Martis Valley.

PLACER COUNTY WATER AGENCY

The Placer County Water Agency (PCWA) was created in 1957 by a special act of the State Legislature, entitled "Placer County Water Agency Act." This Act gives PCWA special Countywide authority, with a broad Agency-wide powers associated with water. The boundary of PCWA encompasses over 1,500 square miles and is identical in territory to the County of Placer. PCWA is also designated as a local agency and an independent "special district" encompassing all of Placer County.

PCWA has a service area in the Plan area, which is called Zone 4, located south of Truckee and east of the Truckee River. Zone 4 includes the existing Lahontan I development and the areas approximately 4 1/4 square miles around Lahontan I and II, including the proposed Hopkins Ranch, Eaglewood, Siller Ranch, and Waddle Ranch.

The Placer County Water Agency has contracted with the TDPUD for water system operations and maintenance in the Lahontan subdivision. PCWA provides the domestic water service to this subdivision. The Zone 4 system includes two wells, a storage tank and a pipeline distribution system. The Zone 4 system was installed by the Lahontan development and dedicated to PCWA.

(MOST OF THE NEW DEVELOPMENT WILL BE SERVED BY NCS.D.)

D-29

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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supply boundaries. There are 27 pump stations with a total of 66 pumps, including: 12 well pumps; 40 booster pumps; and 14 hydropneumatic system pumps.

Storage Facilities

There are 26 storage tanks in the TDPUD water system with a total capacity of approximately 8,235,000 gallons. All of the tanks, except one, are constructed of steel, either welded or bolted. The Airport Tank is constructed of concrete. In addition, there is one elevated tank that sits about 60 feet above the ground on a steel tower.

Treatment Facilities

Since the TDPUD relies solely on generally high quality groundwater sources, extensive treatment is not required. With one exception, the only treatment process used is chlorine disinfection. Most of the TDPUD's sources include chlorination facilities though some are makeshift installations located in the well buildings. All but one of the chlorination installations uses liquid sodium hypochlorite solution with one gas chlorine installation.

NORTHSTAR COMMUNITY SERVICES DISTRICT

Northstar Community Services District (CSD) provides domestic water service to the Northstar-at-Tahoe resort community. The water sources originate from two natural springs, Sawmill Flat and Big Spring, and one manmade reservoir with 180 acre-feet (af) of storage. The total spring production for low water years is estimated to be 638 acre-feet-annually (afa), based on minimum recorded spring flows. The springs located within Northstar-at-Tahoe discharge directly to the surface whether or not the water is used for domestic purposes. Existing spring sources have declined in response to below normal precipitation patterns. Additionally, Northstar-at-Tahoe has two wells located within the golf course. The second well was drilled in the summer of 2001 and is not yet in operation. The residential, commercial, golf course and ski hill (snowmaking) uses in Northstar require water. The golf course is on its own separate well system, which is located within the golf course. The new well is located in the 7th fairway of the golf course (MacKenzie, 2001).

*REPLACE
INSERT
3*

~~CSD has 2 280,000-gallon storage tanks in Reservoir C, which are located in the Ski Trail Condominium area at an approximate elevation of 6,500 feet. Additionally, there are two 1-million gallon storage tanks in Reservoir D which are located above the Big Springs development at approximate elevation of 6,700 feet. CSD also has one 180-acre storage reservoir that they use for fire fighting, snow making, and emergency water supplies (MacKenzie, 2001).~~

~~All water used within the Northstar is treated through the existing CSD treatment plant, with the exception of the snowmaking water, which is used directly from the reservoir and/or Big Springs.~~

~~The use of pressure reducing valves establishes several pressure zones. This provides system pressures in the range of 60 to 120 psi. Existing distribution storage is located to the south of the Ski Trail Condominiums, and consists of two steel tanks with a total capacity of two million gallons. Most transmission and distribution mains are located along Big Springs Drive.~~

Future Infrastructure

New development within the resort community of Northstar-at-Tahoe will be served by existing water supplies, wells and pumps. Existing supply lines are sized to accommodate planned development. New pipes will be installed along road rights-of-way to supply the future

AND PLANNED
D-30

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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development areas within the community, including the Northstar Village expansion, employee housing and future residential development.

REPLACE WITH INSERT 4

Future plans include an upgrade to the existing water treatment plant, a third well at the north edge of the development along State Route 267, and a new storage tank to remediate the water pressure problems in Unit 7 (Overlook Place). The storage tank is planned for construction in summer 2002. The exact location of the storage tank has not yet been determined (Wackerlie, 2001).

Historical Water Usage

Historical water usage is summarized in Table 4.11-3. These calculations include water lost through leaks or breaks.

TABLE 4.11-3
NORTHSTAR HISTORICAL WATER USE (1988 - 1990)

	Average Use	Maximum Use
Domestic and Commercial	199 AF	232 AF (1989)
Golf Course	219 AF	245 AF (1988)
Snowmaking	72 AF	122 AF (1990)
TOTAL	490 AF	

AVG 249
MAX 280 (2000)
OK
129
OK
153 (1990)

Source: Northstar CTD (Lockidge, 2002)

577 AF

D-31

4.11.4.2 REGULATORY FRAMEWORK FOR WATER SERVICES

STATE

Drinking Water Standards

Drinking water standards are defined in various chapters of Title 22 of the California Code of Regulations (CCR). Several revisions are currently proposed and under review that would bring the CCR into compliance with the Federal Interim Enhanced Surface Water Treatment Rule (IESWTR) and the Stage 1 Disinfectants and Disinfection Byproducts Rule (DBPR). These regulations are administered by the California Department of Health Services (DHS).

Senate Bill (SB) 610 and Assembly Bill (AB) 901

During the 2001 regular session of the State Legislature, SB 610 and AB 910 - Water Supply Planning were signed and became effective January 1, 2002. SB 610 amends Public Resources Code section 21151.9, requiring any EIR, negative declaration, or mitigated negative declaration for a qualifying project to include consultation with affected water supply agencies (current law applies only to NOPs). SB 610 also amends the following: Water Code 10656 and 10657 to restrict state funding for agencies that fail to submit their urban water management plan to the Department of Water Resources; Water Code section 10910 to describe the water supply assessment that must be undertaken for projects referred under PRC section 21151.9, including an analysis of groundwater supplies. Water agencies would be given 90 days from the start of consultation in which to provide a water supply assessment of the CEQA lead agency; Water Code section 10910 would also specify the circumstances under which a project for which a water supply assessment was once prepared would be required to obtain another assessment. AB 910 amends Water Code section 10631, expanding the contents of the urban

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4.11-43

**NORTHSTAR COMMUNITY SERVICES DISTRICT
COMMENTS ON MARTIS VALLEY COMMUNITY PLAN
SUBMITTED MAY 23, 2002.**

- 1) **Request that the Proposed "Land Use" modification for Section 31 be denied:**
Proposed Land Use, as shown on Fig.1 of the Plan submitted May 23, 2002 modifies the land use of Section 31, NW quadrant from "Open Space" to "Low Density Residential".

Northstar Community Services District takes exception to this modification, particularly as the landowner has indicated an unwillingness to provide the general public trails through a portion of this land. We request that this modification not be instituted as:

- i) All previous submittal of the plan alternatives prior to the May 23, plan indicated that the land within this section would remain predominantly open space. No discussion on changing this designation occurred during the public sessions, and Planning indicated informally that this land was to remain open space.
- ii) This land is adjacent to lands within the Northstar area, and to the Martis Dam properties of the Corps of Engineers. The public enjoys access to the Corps Properties, and Northstar Community Services District has contracted to install and maintain trails throughout the trail properties in Martis Valley. Residents and visitors of Northstar have regularly used this portion of Section 31 as access to the Corps lands, with all enjoying the riparian area trails that exist within it.
- iii) Figure 3, "Recreation Sites Parks and Trails" shows trails through this section.
- iv) Goal 1.G: To preserve and enhance open space lands to maintain the Natural Resources of the County.
- v) Goal 1.H: To preserve open space for outdoor recreation purposes.
- vi) Goal 7.E: To develop a system of interconnected trails.
- vii) Policies 7.E.4 describes the obligation of the county to require proponents of new developments to dedicate land for trails through their subdivisions.
- viii) The Policies linked to these Goals appear to set the interest of the general public above that of the landowner.

D-32

- 2) **Use of the Northstar / Shaffer connector Roadway:** This "emergency use" roadway should be available for general public pedestrian use including walking, biking, and cross county skiing.

- i) All Committee members agreed to this when the issue of the installation and use of the connector was voted upon at the public meeting.

D-33

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER D: PAUL ROUSER, NORTHSTAR COMMUNITY SERVICES DISTRICT

- Response D-1* Responses to these comments are provided in Response to Comments D-3 through -31.
- Response D-2* The commentor is referred to Response to Comment C-3 and Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-3* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis)
- Response D-4* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-5* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-6* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-7* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-8* The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-9* The commentor's statement regarding prohibiting development east of SR 267 associated with the Sierra Pacific Industries property is noted and will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration. Since no comments regarding the adequacy of the Draft EIR and Revised Draft EIR were received, no further response is required.
- Response D-10* The commentor's statement regarding development east of SR 267 associated with the Sierra Pacific Industries property is noted and will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration. Fire protection service and wildland fire impacts associated with subsequent development under the proposed Martis Valley Community Plan are addressed on Draft EIR pages 4.11-7 through -17.
- Response D-11* Traffic impacts to SR 267 and the need for widening is addressed on Draft EIR pages 4.4-39 through -61. The commentor is also referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).
- Response D-12* Mitigation Measure MM 4.4.1a specifically requires the establishment of a capital improvement program for required traffic improvements identified in Tables 4.4-20 through 4.4-25 of the Draft EIR to maintain acceptable levels of service defined by the Town of Truckee, Placer County and the Tahoe Regional Planning Agency (Draft EIR pages 4.4-51 through -56). The

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commentor is also referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).

Response D-13 The commentor is referred to Response to Comment D-12.

Response D-14 The commentor's suggestion is noted and will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration. The commentor is referred to Response to Comment D-12.

Response D-15 The commentor is referred to Response to Comment D-12.

Response D-16 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).

Response D-17 Draft EIR pages 4.11-13 specifically identifies proposed Martis Valley Community Plan policies 6.H.9, 6.H.13, 6.H.14, 6.H.17 and 6.H.21 that require County coordination with the Northstar Community Services District (NCSD) Fire Department regarding the adequacy of fire protection and safety for development projects as well as requiring that new development meet NCSD standards for fire protection.

Response D-18: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-2 (under Northstar Community Services District/Northstar Fire Department (CSD)), the following text changes are made:

~~"NORTHSTAR COMMUNITY SERVICES DISTRICT/NORTHSTAR FIRE DEPARTMENT (CSD)~~
NORTHSTAR COMMUNITY SERVICES DISTRICT FIRE (NCSD FIRE)

This Northstar Community Services District (CSD) covers six square miles and has a seasonal service population ranging from 500 to 18,000. The Northstar Fire Department, which is part of CSD, has one fire station. This station is located north of the intersection of Northstar Drive and Big Springs Drive within the Northstar-at-Tahoe resort area and is staffed by eight full-time and 20 part-time personnel. At least 90 percent of the staff is qualified as Emergency Medical Technician I (EMT I). This department operates three pumper trucks and one ladder truck. Response times are typically within four minutes because of its location within Northstar-at-Tahoe. Funding for CSD comes entirely from property tax revenue (Bartolini, 2001).

The Northstar Community Services District covers approximately six square miles. It includes approximately 1500 residences, a commercial Village, and the Northstar at Tahoe Resort, the ski mountain and associated summer and winter facilities. Its population varies from approximately 500 to 12,000. NCSD Fire has one fire station located on Northstar Drive. It provides fire safety and paramedic services to the community. The paramedic program in place with medical response to all residences, commercial facilities, the Ski Mountain and trails. Ambulance service is provided through agreements with TFPD. NCSD Fire is staffed by nine full time and four seasonal employees. Of the 13, five are paramedics, and the balance are certified Emergency Medical Technicians (EMTs). The Department operates one platform truck, and

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one wildlands truck and two structural trucks, in addition to smaller equipment. It currently has an average response time of four minutes and an ISO rating of 3 (Rouser, 2003)."

Response D-19: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-8 (fifth paragraph), the following text changes are made:

"CDF and Northstar Community Services District (CSD) provide only limited fire protection services within the Plan area. CDF and CSD may experience impacts as a result of development under this scenario; however, it is likely that TFPD would compensate for these potential impacts and deficits as part of their mutual aid agreement. Truckee Fire Protection District has fire protection requirements and standards for new development projects, including fire hydrants, fire flow, access and roadway length, which would mitigate the increased demand for fire protection services. NCSD Fire will require modifications to its fire station to handle personnel and equipment increases for the new Village, and will require a new facility also be constructed and equipped when the Highlands area is built. Funds for these capital improvements will come from developer obligations, and from mitigation fees. All new construction within the NCSD area will be under existing fire protection zone ordinances which require parcel and open spaces be cleared of excess vegetation, and buildings sprinkled and alarmed. Funding for NCSD Fire is from property taxes (Rouser, 2003). Some of the money received from these sources is used to pay for future facilities and equipment as needed."

Response D-20: The numbering noted on page 4.11-18 is consistent with the text of the Martis Valley Community Plan. No changes to the Draft EIR are recommended.

Response D-21: Comment noted. This comment will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration.

Response D-22: Comment noted. This comment will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration.

Response D-23: Comment noted. This comment will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration.

Response D-24: The commentor appears to be confused regarding the format of the Draft EIR. No changes to the Draft EIR are recommended.

Response D-25: Comment noted. This comment will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration.

Response D-26: Comment noted. This comment will be forwarded to the Placer County Planning Commission and Board of Supervisors for consideration.

Response D-27: Comment noted. The following text changes are made to the Draft EIR.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

- Page 4.11-42 (second paragraph under “Northstar Community Services District”), the following text changes are made:

CSD has five storage and distribution reservoirs for potable and raw water. Potable water is stored and distributed by two 1-million gallon storage tanks named Reservoir “C” which are located in the Ski Trails Condominium area at an approximate elevation of 6,500 feet and two 280-million gallon storage tanks named Reservoir “D” located above the Big Springs development at an approximate elevation of 6,700 feet. An earth fill impoundment named Reservoir “A” stores approximately 180 acre feet of raw water collected from Sawmill Flat springs and is used primarily for snow making, fire suppression systems in the upper areas and as emergency water supplies for the treatment facility (Rouser, 2003).

CSD has 2 280,000-gallon storage tanks in Reservoir C, which are located in the Ski Trails Condominium area at an approximate elevation of 6,500 feet. Additionally, there are two 1-million gallon storage tanks in Reservoir D, which is located above the Big Springs development at approximate elevation of 6,700 feet. CSD also has one 180-acre storage reservoir that they use for fire fighting, snow making, and emergency water supplies (MacKenzie, 2001).

- Page 4.11-42 (fourth paragraph under “Northstar Community Services District”), the following text changes are made:

Pressure reducing stations provide five pressure zones in the range of 60 to 120 psi throughout the community. All potable water within the Northstar area is treated through the existing 1.7 mgd treatment plant.

Response D-28: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-43 (first paragraph), the following text changes are made:

Future plans include upgrades to the existing ~~water~~ treatment plant, ~~locating and developing a third well system~~ at the north edge of the development ~~along State Route 267, and a new storage tank to remediate the water pressure problems for Unit 7 (Overlook Place).~~ The storage tank is planned for construction in summer 2002. ~~boundaries and integrating a fourth well system mid-mountain named Comstock.~~ Proposals for Reservoirs “E” to provide water to the proposed Employee Housing and Reservoir “F” to provide additional supplies and pressure for Unit 7 are in the planning stages. The exact locations of the storage tanks have ~~has not yet been determined (Rouser, 2003). (MacKenzie, 2001).~~

Response D-29: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-38 (first paragraph under “Existing Conditions”), the following text changes are made:

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

“Water service in the Plan area is provided by three agencies: the Placer County Water Agency (PCWA), the Truckee-Donner Public Utility District (TDPUD), and the Northstar Community Services District (CSD). ~~However, new development in the Plan area would be served by PCWA.~~ Both PCWA and TDPUD extract groundwater for their source of potable water and do not currently rely on surface water sources.”

Response D-30: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-42 (under Future Infrastructure), the following text changes are made:

“New development within the resort community of Northstar-at-Tahoe will be served by the existing and planned water supplies, wells and pumps.”

Response D-31: Comment noted. The following text changes are made to the Draft EIR.

- Page 4.11-43 (Table 4.11-3), the following text changes are made:

**TABLE 4.11-3
NORTHSTAR HISTORICAL WATER USE (1988 – ~~2000~~1990)**

	Average Use	Maximum Use
Domestic and Commercial	199249 AF	232280 AF (2000)
Golf Course	219 AF	245 AF (1988)
Snowmaking	72129 AF	122153 AF (1999)
TOTAL	490597 AF	

Source: Northstar CSD (Lockridge, 2004~~2~~)

Response D-32 The commentor is referred to Response to Comment C-3.

Response D-33: Comment noted. The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Impact Analysis).

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Sent By: HP LaserJet 3100]

916 323 7669 ;

Aug-19-02 8:54AM;

Page 2

Letter E

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

DEAN DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE

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August 19, 2002

02PLA0088

SCH 2001072050

Martis Valley Community Update

Draft Environmental Impact Report

03PLA0889

Ms. Lori Lawrence

Placer County Planning Department

11414 B Avenue

Auburn, CA 95603

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the Martis Valley Community Update. These comments are in addition to our previous letter dated July 23, 2002 (enclosed). Our comments are as follows:

- The Level of Service (LOS) standard that was used for two-lane highway segments is not appropriate. Page 4.4-21 refers to a Placer County standard of 25,000 ADT as capacity. Although SR 267 is relatively flat between Northstar and Truckee, that amount of traffic only operates acceptably on two lanes highways with typical commuter peaks. In this area, the recreational peaks will continue to be the busiest times, and they are a much greater percentage of the ADT than typical commuter peaks. The roadway segments should be analyzed based on peak hour volumes, not ADT's. In addition, the long grade on the Bypass alignment must be taken into consideration. From the future volumes that are presented in this report, for all of the land use alternatives, it still appears to be necessary to plan for four through lanes on SR 267, from I-80 to Northstar Drive. E-1
- The traffic projections indicate that the Soaring Way extension to the SR 267/Brockway Road intersection was not assumed. This extension would be a very popular way to get to the airport area, appears to be relatively easy to construct, and should be assumed to be in place before the Year 2021. E-2

"Caltrans improves mobility across California"

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Sent By: HP LaserJet 2100;

916 323 7689 ;

Aug-19-02 8:54AM;

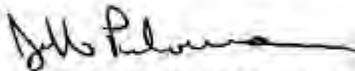
Page 3

Ms. Lori Lawrence
July 23, 2002
Page 2 of 3

- It should be noted that left turn movements will be allowed from the existing eastbound off-ramp to the existing SR 267, after the Bypass is completed. This left turn movement was assumed to be prohibited in previous traffic studies in this area. E-3
- At the future SR 267 intersection with the I-80 westbound ramps, the plan is to build a loop on-ramp in the future. This would eliminate for dual left turn lanes to the westbound on-ramp, as recommended in this report. E-4
- At the SR 267/ Brockway Road and the SR 267/ Airport Road intersections, this report recommends the construction of free right turn lanes. Providing dual right turn lanes, instead of free right turn lanes, should be considered as another alternative. c-5
- At the SR 267/ Northstar Drive intersection, it appears to be necessary to plan for two through lanes in each direction on the highway. This alternative should be analyzed and the minimum lengths of each lane should be estimated. E-6
- At the SR 267/ SR 28 intersection, this report recommends a free right turn lane from SR 28 to SR 267. Free right turns are usually not practical in developed areas such as this, but a right turn lane on SR 28 does appear to be necessary. Providing dual left turn lanes on the north leg of this intersection should also be considered. E-7

Please provide Caltrans with a copy of any further actions regarding this project. If you have any questions regarding these comments, please contact Cathy Chapin at (916) 274-0640.

Sincerely,



JEFFREY PULVERMAN, Chief
Office of Regional Planning

Enclosure

CC: Katie Schulte Joung

"Caltrans improves mobility across California"

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER E: JEFFREY PULVERMAN, CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response E-1 Level of service along the roadways along SR 267 in the Town of Truckee are based upon a peak-hour peak-direction threshold developed by Prism Engineering for the Nevada County Transportation Commission, as stated on Page 4.4-25 of the Draft EIR. However, the LOS along roadway links was estimated using the ADT thresholds provided in the Placer County General Plan Background report. For comparison, the level of service along the critical roadways in Placer County was conducted using the Highway Capacity Manual methodologies, per the direction of Jim Brake (Caltrans, District 3). A comparison of the results using the two methodologies is provided in **Table 3.0-4**.

As **Table 3.0-4** indicates, the Placer County thresholds result in LOS that is more conservative than the Nevada County thresholds but less conservative than the Highway Capacity Manual methodologies. However, the County believe that the HCM "rural two-lane highway" is not an appropriate means of measuring LOS in a resort area like the Truckee – Tahoe region. This methodology is based on the percent of travel time that drivers follow another vehicle. However, in a resort area such as this, few drivers actually expect to be traveling for any length of time in the peak summer or peak winter without following another car. The observed volumes on regional roadways therefore substantially exceed the capacities identified under this methodology.

The Nevada County LOS Criteria Study (Prism Engineering, December 7, 2000) concluded that under certain circumstance the HCM methodologies for two-lane highways is not applicable. This conclusion was drawn by comparing the HCM-calculated LOS to the observed LOS along 16 locations in Nevada County. In some cases the observed capacity was a LOS A/B, while the calculated LOS was LOS E. As the Placer County thresholds result in more conservative results than the Nevada County thresholds, it can be concluded that the Placer County thresholds are acceptable.

**TABLE 3.0-4
COMPARISON OF ROADWAY LOS METHODOLOGIES ASSUMING A TWO-LANE SR 267**

Roadway Segment	Two-Way Peak-Hour Traffic Volume	Peak-Hour Peak-Direction Traffic Volume	ADT	LOS per Placer County Thresholds	LOS per Adjusted Nevada County Thresholds	LOS per HCM Methodologies
SR 267 - I-80 to Brockway Road	2,709	1,481	27,360	F	B	D
SR 267 - Brockway Road to Schaffer Mill Road	4,534	2,468	37,180	F	F	F
SR 267 - Schaffer Mill Road to Waddle Ranch Access	3,349	1,677	27,460	F	C	F
SR 267 - Waddle Ranch Access to Northstar Drive	3,029	1,569	24,838	E	B	F
SR 267 - Northstar Drive to Brockway Road	2,251	1,194	15,310	E	Note 1	F

Note 1: Nevada County thresholds not applicable to this segment due to steep grades.

Note 2: Bold indicates methodology used in EIR for specific segment.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Response E-2 As the Soaring Way extension is not currently planned or funded, it was not assumed in the 2021 analysis. However, the Proposed Land Use Diagram traffic analysis was adjusted to assume that the Soaring Way extension is in place (see Master Response 3.4.10, Adequacy of the Traffic Analysis). If it is built, under the “No Schaffer Mill Road Connections” alternative, an addition northbound through lane and westbound left/through shared lane would be required at the SR 267 / Brockway Road / Soaring Way intersection in order to maintain an LOS D. In addition, the SR 267 / Airport Road intersection would require one less southbound through lane on SR 267 to maintain an adequate LOS.

Response E-3 At the onset of the traffic analysis, the plans for the SR 267 indicated that left-turns would be prohibited at this intersection. However, the reanalysis of the Proposed Land Use Diagram does assume left-turns are permitted at this location (see Master Response 3.4.10, Adequacy of the Traffic Analysis). The analysis also indicates that a traffic signal would be needed to mitigate LOS, based upon the model-assigned traffic. However, it is more likely that less traffic would exit I-80 to SR 89 north via this exit in the future in the absence of a signal than the model assigned. In other words, if the delays at this intersection are greater than the delays at the signalized SR 267/I-80 eastbound intersection, traffic would shift and exit I-80 at the SR 267 / I-80 eastbound intersection, thereby providing better LOS conditions at this intersection than indicated in the analysis.

Response E-4 Comment noted. If the loop ramp is constructed, dual left-turn lanes would not be required at the SR 267 / I-80 westbound ramp intersection.

Response E-5 Comment noted. Dual right-turn lanes would mitigate the LOS problems at these locations. However, this design alternative would widen the intersection.

Response E-6 The LOS at the SR 267/Northstar Drive intersection was re-calculated under the Proposed Land Use Diagram with “No Schaffer Mill Road Connections” with two through lanes in each direction along SR 267. The LOS at this intersection improved to a LOS C during the winter (the critical time period) under this configuration. It was determined that the northbound left-turn and right-turn lanes would need to be approximately 300 feet long and the southbound left-turn and right-turn lanes would need to be approximately 400 feet long in order to provide proper storage such that a right or left-turning vehicles are not blocked from entering a turn lane due to through queues.

Response E-7 Comment noted. However, the reanalysis of the Proposed Land Use Diagram analysis indicates that a free right-turn lane would no longer be required at the SR 267/SR 28 intersection (see Master Response 3.4.10, Adequacy of the Traffic Analysis).

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AUG-19-2002 09:17

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Letter F



COUNTY OF NEVADA
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BUILDING DEPARTMENT
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CODE COMPLIANCE
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August 19, 2002

Sent via FAX and E-mail
Hard Copy to Follow

Mr. Fred Yeager
Placer County Planning Director
11414 "B" Avenue
Auburn, CA

SUBJECT: Draft EIR for the Martis Valley Community Plan

Dear Fred:

Thank you for the opportunity to review the Draft EIR for the Martis Valley Community Plan for Placer County. Planning staff has reviewed the document, and offers the following comments:

General Comment

- The DEIR is an extremely complex document, and very difficult to review due to the lack of appropriate mapping. Better analysis for the entire Martis Valley is necessary and should be provided in the DEIR. Impacts to housing, traffic and transportation, and environmental impacts would be better described by including comprehensive graphics. F-1

Population, Housing, Employment

- The discussion on population and housing is impossible to follow without appropriate mapping of the census tracts. The discussion jumps from the existing Martis Valley Plan to 1990 and 2000 Census numbers, providing a discussion on 2000 Census Tracts but without mapping to guide the reviewer. F-2
- Providing seasonal as well as low and moderate housing is a significant impact that must be viewed as a regional issue. Please provide mapping to accompany the analysis described in this section. The lack of affordable housing will create regional impacts throughout the Martis Valley region. The proposed Plan reliance on 20% permanent occupancy assumption in the traffic model (page 4.2-17), jobs to housing ratio assumption, and for development of affordable housing is inappropriate and presents a skewed analysis of growth. If, indeed, F-3

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Martis Valley Community Plan DEIR
Page 2 of 10

these numbers should prove out over time, the impacts to the Town of Truckee and to the unincorporated areas of Nevada County must be taken into account in the analysis, as commuting to lower elevations during the winter months is frequently difficult. F-3 cont'd

- While Nevada County applauds the proposed Mitigation Measure 4.2.2 which would require each housing development to construct 5 percent of the units to very low income households, and 5 percent to low income households, wording which allows the developer to pay an in lieu fee where "it is not feasible" will allow the chronic affordable housing problem in the area to continue over time. This will not reduce the impact to less than significant. F-4

Hydrology

- The proposed mitigation for water quality impacts fall short of achieving necessary goals for protection of the surface water resources of Martis Valley. All development should require an engineered erosion control plan, with follow-up inspections. Wording such as "appropriate and feasible mitigation measures" and "the County shall encourage the protection and preservation of..." do nothing to ensure the protection of the sensitive resources within the valley. F-5

- Performance standards for elimination of erosion hazards and protection of riparian and stream corridors required of all development should be included in the Martis Valley Community Plan. Terminology such as "feasible" and "the County shall encourage..." are not strong enough mitigation measures to protect this scenic and sensitive habitat. BMP's and CHAMP's are frequently approved for development projects which provide only weak mitigation, at best, and allow not only cumulative degradation, but also permanent damage to these public resources. The Martis Valley Community Plan should provide specific performance standards to protect both wildlife and water resources. F-6

Groundwater

- Impacts to groundwater resulting from chemicals and fertilizers for landscaping and golf course management are not covered in any meaningful way in the Draft EIR. A monitoring program, as well a ground water hydrological impact report should be required of any large development proposing construction within the Martis Valley. The Martis Valley Aquifer is a resource for several jurisdictions. Impacts to ground water, once discovered, are costly and frequently permanent. Placer County should take a more visible role in protecting this important aquifer. The mitigation measures for the potentially significant impacts to groundwater quality do little to reduce the impacts to less than significant. F-7

Biology

- The timing and relationship between future development in the Martis Valley and future conservation planning through the Federal Habitat Conservation Planning or the State's Natural Communities Conservation Planning processes are very important. As currently proposed, the timing and location of future development could foreclose future options for protecting listed species, non-listed but declining species, their habitat, breeding areas, and F-8

Martis Valley Community Plan DEIR
Page 3 of 10

food items. Habitat areas for individual species and large ecosystem conservation for a suite or community of species is affected by location, size, quality, and type of area protected. Habitat needs vary from species to species. The type of development allowed under the proposed Martis Valley Community Plan could inhibit future recovery of the 32 species, including the Lahontan Cutthroat Trout, that are considered species of special concern and potentially occur within the Planning area. The conservation of these 32 species is a daunting task, especially given that necessary biological information for them in this region of the Sierra is lacking. The proposed EIR should discuss this important issue.

F-8
cont'd

- In addition to the 32 plants and animals that are listed as Special Status species potentially occurring within the planning area in the DEIR's Table 4.9-1, please consider adding the following species and discussing the potential impacts:
 1. Great Basin Rams-horn Snail (*Helisoma newberryi newberryi*) is considered a sensitive species by the U.S. Forest Service. It occurs on the Tahoe and Lassen National Forests in muddy areas of streams, especially near springs, and has been documented to occur in the Truckee River System.
 2. Lahontan Lake Tui Chub (*Gila bicolor Pectinifer*) is considered a sensitive species by the U.S. Forest Service and is considered a species of Special Concern by the California Department of Fish and Game. It occurs in large lakes of the Lahontan System and has been documented in Lake Tahoe, Pyramid Lake, Prosser Creek and Reservoir, Boca Reservoir. However, no recent survey data have been compiled. Nor have surveys been completed in the Martis Valley, to my knowledge.
 3. Lahontan Creek Tui Chub (*Gila bicolor obesa*) is considered a sensitive species by the U.S. Forest Service and is found in lakes, rivers, and creeks of the Lahontan system. Its habitat is weedy shallows of large lakes or slow-moving backwaters of large rivers. It has been documented in the Truckee River and its major tributaries (Moyle 1976).
 4. White-faced Ibis (*Plegadis chihi*) is a Federal Species of Concern and existing information indicates it may warrant listing, but substantial biological information is lacking. The Calif. Department of Fish and Game may also consider it a species of special concern. The Ibis's preferred habitat is freshwater marshes with tules, cattails, or rushes. Individuals have been observed at Martis Creek Reservoir (SFAS, Williams 1997).
 5. Redhead (*Aythya americana*) is considered a species of special concern by the Calif. Department of Fish and Game. Its preferred habitat is freshwater marshes with dense growths of emergent vegetation and open ponds. Individuals have been observed at Boca Reservoir and Martis Creek Reservoir (SFAS, Williams 1997).
 6. Northern Harrier (*Circus cyaneus*) is considered a species of special concern by the Calif. Department of Fish and Game. Habitat of the Northern Harrier includes grasslands, meadows, and marshes. It has been observed to be a rare migrant to high mountain meadows and great basin scrub in the summer and fall (SFAS).
 7. Ferruginous Hawk (*Buteo regalis*) is a Federal Species of Concern and existing information indicates it may warrant listing, but substantial biological information is lacking. It is a species of special concern by the Calif. Department of Fish and Game and by the U.S. Bureau of Land Management. This hawk prefers open terrain in plains where ground squirrels and other prey items are available. This hawk has been observed in the Martis Valley.

F-9

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

AUG-19-2002 09:28

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Martis Valley Community Plan DEIR

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8. Western Burrowing Owl (*Athene cunicularia hypugea*) is a Federal Species of Concern and existing information indicates it may warrant listing, but substantial biological information is lacking. It is a species of special concern by the Calif. Department of Fish and Game and by the US Bureau of Land Management. This owl prefers rodent burrows in sparse grassland. A historical specimen record from near Truckee has been reported (Museum of Vertebrate Zoology, UC Berkeley, 2001).

F-9
cont'd

9. Loggerhead Shrike (*Lanius ludovicianus*) is a species of special concern by the Calif. Department of Fish and Game. This shrike is a rare visitor, however, individuals have been observed near Truckee and Lake Van Norden (Williams, 1997).

10. Bank Swallow (*Riparia riparia*) is listed as threatened under the Calif. Endangered Species Act. This swallow nests in bluffs or banks, usually adjacent to water, where the soil consists of sand or sandy loam to allow digging. Single individuals have been observed at Boca Reservoir, Prosser Creek Reservoir, and Martis Creek Reservoir. (Williams, 1997).

- The DEIR should note that the Sierra Nevada Snowshoe hare has specimen records from near Spruce, Truckee, and along Sagehen Creek (Museum of Vertebrate Zoology, UC Berkeley, 2001). Also, the Sierra Nevada mountain beaver has been documented along tributaries of the Truckee River including Juniper Creek and Mystic Canyon, and along upper Sagehen Creek (Museum of Vertebrate Zoology, UC Berkeley 2001).

F-10

- Page 4.9-33 of the DEIR discusses wildlife corridors and states that "3 major undeveloped open space corridors remain in the Plan area (see Figure 4.9-5)." In order to help us understand the full impacts of the proposed Plan to wildlife movement, additional information about the designated wildlife corridors needs to be provided including the width of the corridors; the connectivity of the corridors (i.e. what habitat areas do the corridors connect?); and evidence that the corridors will provide adequate shelter and sufficient food supplies to support wildlife species during migration. A list of species that are expected to utilize the corridors would also be helpful.

F-11

- Figure 4.9-5 shows the provision of 3 wildlife corridors; each providing movement in a north to south direction. The western corridor will be cut off to the north by the proposed residential development on the Martis Valley Associates LLC property and the DMB/Highlands Group LLC property. The eastern corridor is bisected by Highway 267. How will the wildlife cross this Highway? What impacts will increased traffic have on wildlife movement? Why are no wildlife corridors provided to allow movement in an east-west direction?

F-12

- Figure 4.9-5, Open Space Corridors, of the DEIR depicts the "General Colocation Of Known Critical Fawning Areas". Figure 4.12-2, Visual Impacts of Proposed Land Use, indicates that the general area of the Critical Fawning Area is owned by Trimont and shows it as planned for "Development". Page 4.2-3 of the DEIR indicates that the Placer County has identified the Trimont parcel(s) and other areas as capable of substantial development. The Trimont Land Company owns 5,955 acres and their potential development capacity has been identified at 2,636 dwelling units. This indicates that the Known Critical Deer Fawning Area will likely be developed at some future time, in a manner consistent with the MVCP.

F-13

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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538 265 1798 P.06/11

Martis Valley Community Plan DEIR
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However, the DEIR does not assess the potential impacts to the Known Critical Deer Fawning Area, nor are mitigation measures for these potential impacts provided.

F-13
cont'd

- The proposed Martis Valley Plan along with other activities not assessed in the Plan such as logging, road widening, and the development of new ski and golf areas will directly and indirectly impact a variety of wildlife habitat as shown on the Table A, Habitat Impacted, below.

Table A. Habitat Impacted

Combined Habitat Type	Existing Acreage of Habitat Type	Acres impacted by Development (1)	Acres impacted by Estate Forest Development (2)	Acres impacted by development in Open Space designation (3)	% Total Habitat impacted
Mixed Coniferous Forest	15,732	2,904	11,194	817	95%
Red Fir Forest	4,247	57	4,179	6	99%
Montane Meadow	1,494	156	725	306	79%
Montane Chaparral	423	16	377	15	96%
Great Basin Sage Scrub	996	131	12	426	57%
Riparian Scrub	97	1	91	2.5	97%
Ruderal	491	21	413	28	94%
Open Water (Lake)	814	0	0	0	0
Stream/Riverine	200	3	0	0	<1%
Existing Development	1,064	0	0	0	0
Total acres in Plan area	25,558				

F-14

Footnotes:

(1) Development refers to the direct removal of habitat through the construction of 3,132 acres of high, medium, and low density residential; 1066.7 acres of rural and forest residential, 44 acres of Professional Office and General Commercial; 49.6 acres of Tourist Commercial; and 30.6 acres of public service development. For purposes of the table below, the term impacted refers to the loss, fragmentation, or long-term degradation of biological functional habitat values and associated physical processes needed to support those values for the species listed in DEIR's Table 4.9-1, and other local wildlife species. All numerical values in the Table below were derived from Figure 4.9-6 of the DEIR.

(2) The MVCP Forest (F) Estate Development described on page 25 of the Plan will result in the loss, fragmentation, and long-term degradation of habitat by allowing land uses such as commercial timber production, ski related facilities (resorts), institutional and commercial campgrounds, public utility and safety facilities, and estate homes on large parcels.

(3) The proposed MVCP provides approximately 3,660 acres of Open Space and allows these areas to be developed for the following uses: Logging/Industrial Tree Plantations, Trails and trail-heads, Golf courses, Ski areas, Sports fields (tennis, softball) and playgrounds, Utility infrastructure including water wells, roads, and storage tanks, and Wildlife habitat. In the table below, we assumed that approximately 50% of the designated open space area would provide biologically functional wildlife habitat.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

RUG-13-2002 (88/2)

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- F-15

 • The DEIR should identify the vegetation classification system used to develop the description of habitat types in Section 4.9 and Figure 4.9-2. The DEIR appears to use an older vegetation classification system developed by Barbour, although this is not clear based on the information provided. The Holland (1986) and Sawyer and Keeler-Wolf (1995) systems are generally preferred by professional biologists and reviewing agencies because they are easily "cross-walked" to the California Wildlife Habitat Relationships Model (Mayer & Laudenslayer 1988) and because these systems were developed using more recent information.

- F-16

 • Figure 4.9-2 presents a map of Vegetation Associations and indicates that 22 different ecological associations exist in the Martis Valley including Bitterbrush, Basin Sagebrush, Western Juniper, Eastside Pine, Lodgepole Pine, Mixed Conifer, Subalpine Conifers, White Fir, Huckleberry Oak, Snowbrush, Montane Mixed Chaparral, Annual Grass, Wet Meadows, Perennial Grass, Mixed Meadow, Red Fir Forest, Willow Riparian, Quaking Aspen, Willow/Aspen, Water/Lacustrine, and Stream/Riverine. This diversity of vegetation associations located in the Valley is unique and together they constitute an exceptional community assemblage and provide a diversity of topographical and elevational gradients, which are critical for the provision of wildlife corridors and overall conservation.

- F-17

 • The DEIR's treatment and analysis of potential impacts to the Great Basin Sage Scrub could be improved by recognizing the high quality of this habitat type in the Martis Valley and the significant declines in acreage and conversion this habitat type has experienced in recent years throughout the Western U.S. For your convenience, we have included general background information about this habitat type in Appendix ___ of this letter.

- F-18

 • The northern portion of the Martis Valley is within the jurisdiction of Nevada County and due to its location near the historic Town of Truckee, it has experienced a significant level of development and habitat loss and conversion. Nevada County recently completed a biological and GIS survey of watersheds, including those located in the northern Martis Valley, called the Natural Resources Report. This report can be found on the internet at <http://docs.co.nevada.ca.us/dscgi/ds.py/View/Collection-2989>. This report is incorporated by reference into these comments and we hope your Department and other community members will find it useful as a background and reference document.

Parks and Recreation

- F-19

 • Nevada County encourages the cooperation between Placer County, Nevada County, TDRPD, the National Forest, and the Town of Truckee in implementing an interconnected system of multipurpose trails. Nevada County is in the process of developing a Non-Motorized Rural Recreational Trails Master Plan for the County's unincorporated areas with interconnection to the planned trails of these and other jurisdictions.

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AUG-15-2002 09:22

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530 265 1798 P.08-11

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Page 7 of 7

Transportation and Circulation

The Nevada County Department of Transportation has submitted no comments on the Martis Valley Community Plan

F-20

Thank you again for the opportunity to review and comment on this important document. If you have any questions regarding the comments contained in this letter, please contact either Suzanne Smith, AICP, at 265-1345, or Kateri Harrison, AICP, at 265-7058, of my staff.

Sincerely,



Mark Tomich, AICP
Planning Director

Attachment

cc: Supervisor Barbara Green, Chair, Nevada County Board of Supervisors
Jess Montoya, Director, Community Development Agency, Nevada county

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

AUG-19-2002 08:22

HEIL, CO. PLANNING DEPT.

530 265 1798 P.89/11

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Attachment 1

Great Basin Sage Scrub

Structural and Ecological Characteristics

What may appear as a monotony of silvery-gray to olive-green shrubs in the lowlands east of Truckee is often a floristically diverse assemblage of Great Basin Sage Scrub plants, particularly near the edges of Montane Meadows or in rocky soils. Antelope bitterbrush and big sagebrush are the dominant shrubs, but a wide variety of other shrubs, perennial and annual forbs, and bunchgrasses may be found. Scattered emergent pines and large stands of curl-leaf mountain mahogany are also common. While all of Nevada and Placer Counties occur within the California Floristic Province (Hickman 1993), the Great Basin influence is apparent in this transitional zone.

Great Basin Sage Scrub ecosystems occur on flats and slopes with deep, well-drained, coarse alluvium and volcanic soils of primarily andesitic origin. On cooler or moister sites at higher elevations, Great Basin Sage Scrub may transition into Pine or Mixed-Conifer Forests or into Montane Chaparral ecosystems that are often dominated by tobacco brush. Curl-leaf mountain mahogany often forms pure stands on steep, dry, and rocky slopes (Smith 1994) such as the volcanic knobs and talus slopes common in the Truckee River canyon. Great Basin Sage Scrub ecosystems often occur in roughly the same elevation range as Eastside Pine Forests, between about 5,100 and 7,500 feet. However, it has also been found above 8,900 feet on the southwest-facing slopes of high peaks.

Throughout their range in the Great Basin, high desert scrublands of antelope bitterbrush and big sagebrush occur where summers are warm to hot and winters are cold and dry; annual precipitation ranges from 10 inches to 30 inches, primarily as snow (Holland 1986). Consequently, the shrubs are somewhat more widely spaced than Montane Chaparral shrubs but are denser than in drier regions to the east. In Nevada County, the shrubs are generally 2 to 4 feet high, although taller individuals are common. On higher, wind-swept slopes and ridges near Truckee, stands are often less than 18 inches high. Basins with restricted drainages or higher alkalinity give way to pure stands of big sagebrush; a narrow band of sagebrush often surrounds seasonally wet Montane Meadows, becoming bitterbrush-dominated on higher ground or in the understory of Pine Forests.

Antelope bitterbrush is an important browse species that tolerates considerable browsing by both deer and livestock. Shrubs that are moderately browsed when young become tightly hedged, which protects them from over-grazing. Unbrowsed or lightly browsed shrubs are open-crowned and more susceptible to damaging over-grazing and early death (Mayer and Laudenslayer 1988). Antelope bitterbrush reproduces primarily by seed in California, but seeds have a short period of viability, are often infertile from insect damage, killed by late spring freezes, consumed by rodents, or succumb to drought.

Martis Valley Community Plan DEIR

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particularly when competing with grasses. Consequently, years in which many seedlings become established are rare in California. Stands are often even-aged; thus, most plants

become decadent and die without replacement over a short period. Most stands become decadent at 30 years of age and die out after about 40 or 50 years, but bitterbrush stands over 125 years old have been found on deep, well-drained soils (Mayer and Laudenslayer 1988).

Antelope bitterbrush may crown-sprout following low intensity fires (Smith 1994), but high intensity fires are generally fatal. Big sagebrush does not crown-sprout after fire, and for as much as 20 years after fire, burned stands may become dominated by rabbitbrush and grasses. Hot fires in degraded sites often result in a successional community dominated by annual grasses and forbs. Under light or moderate grazing these ephemeral communities are usually replaced by perennial bunchgrasses and open stands of shrubs. Following fire, infestation of the noxious weed, cheatgrass, is common in Great Basin Sage Scrub and can increase both fire frequency and fire intensity; many examples of this can be observed in the Truckee River canyon.

Plant Diversity

The sagebrush scrub near Truckee appears more floristically diverse than the mid- to late-serial bitterbrush stands. Sagebrush scrub is usually dominated by mountain sagebrush and is particularly diverse near the complex of vernal wet meadows north of Truckee along Highway 89. Characteristic species in the ground layer include colorful forbs such as woolen breeches, Nuttall's larkspur, Beckwith's violet, Torrey's blue-eyed mary, dwarf chamaesaracha, Holboell's rock cress, Brewer's lupine, western blue flax, staining collomia, and Sierra lematium.

In dense stands of bitterbrush the understory may be limited to scattered clumps of Brainerd's sedge, mountain violet, Torrey's cryptantha, one-sided bluegrass, and occasional wax currant. Ponderosa pine and Jeffrey pine trees are common associates of bitterbrush stands. In the steep, rocky volcanic soils of the Truckee River canyon, bitterbrush and mountain sagebrush often co-dominate and both the shrub and herb layers are more diverse. Western serviceberry, curl-leaf mountain mahogany, western chokecherry, whitestem rabbitbrush, and tobaccobrush are often common in the shrub layer. Characteristic forbs and bunchgrasses include hoary aster, woolly mule's-ears, silvery lupine, coyote mint, blazing star, squirreltail, Wright's buckwheat, Applegate's paintbrush, prickly poppy, and large-flowered collomia.

Plant species with declining population levels found in this habitat type include Plumas ivesia and Lemmon's clover.

The Great Basin Sage Scrub and the Pine ecosystems east of Truckee are home to a 600-acre population of the federally rated noxious weed, musk thistle, which was believed to be introduced on firefighting equipment during the Boca Fire of the 1960s. Several small satellite occurrences were also observed in the area near Hirschdale. Railroad tracks and interstate highways are also important vectors for these and other noxious weeds. In these areas east of Truckee, common noxious weeds and other invasive non-native plants include many species characteristic of the Great Basin, such as spotted knapweed, Dyer's woad, Russian thistle, cutleaf nightshade, and tumble mustard. Other common weeds here include pigweed, Scotch thistle, bull thistle, field bindweed, tansy, and

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Klamathweed. Cheatgrass is widespread in many areas that have experienced hot fires in the last few decades.

Animal Diversity

Great Basin Sage Scrub ecosystems provide an important source of food, cover, and breeding habitats for many wildlife species. They are considered some of the state's most important wintering and fawning habitat for migratory mule deer (Mayer and Laudenslayer 1988). While Great Basin Sage Scrub ecosystems offer abundant food supplies, shelter, and nesting sites, they are often covered by snow in the winter and few species maintain permanent residence there. Approximately 90 vertebrate species occur in Great Basin Sage Scrub ecosystems including 31 mammals, 47 birds, 10 reptiles, and two amphibians. This ecosystem provides breeding habitat for only about 47 of these species.

A variety of small mammals can be common in Great Basin Sage Scrub ecosystems including desert cottontail, black-tailed jackrabbit, dusky-footed woodrat, pinyon mouse, deer mouse, brush mouse, western harvest mouse, and four species of chipmunks. Characteristic reptiles in these ecosystems are western fence lizards, sagebrush lizards, western skinks, racers, striped whipsnakes, gopher snakes, common garter snakes, and western rattlesnakes.

Typical nesting birds in sagebrush and bitterbrush stands of this portion of the Sierra are horned larks, green-tailed towhees, spotted towhees, Brewer's sparrows, and vesper sparrows. A variety of raptors such as American kestrels, red-tailed hawks, rough-legged hawks (winter only), Cooper's hawks, and prairie falcons forage for small birds and mammals in Great Basin Sage Scrub ecosystems. Mammalian predators that frequent these ecosystems include mountain lions, bobcats, coyotes, and long-tailed weasels.

One animal, Swainson's hawk, has been documented as a rare, nonbreeding visitor to Great Basin Sage Scrub ecosystems of Nevada County. Other species of concern that may forage in these ecosystems include northern harrier, northern goshawk, ferruginous hawk, golden eagle, prairie falcon, yuma myotis, long-eared myotis, long-legged myotis, and pale Townsend's big-eared bat.

Distribution and Status

Throughout California, antelope bitterbrush-sagebrush habitats range from about 3,500 to 10,500 feet elevation east of the Cascade and Sierra Nevada crest from Modoc and Siskiyou counties south to Inyo County. Some examples of antelope bitterbrush exist west of the Cascades in Shasta and Siskiyou counties (Mayer and Laudenslayer 1988).

Great Basin Sage Scrub ecosystems are common in the area from Truckee north to the Sierra County line and east through the Truckee River canyon. Approximately 11,740 acres of Great Basin Sage Scrub exist in Nevada County, representing about 2% of the county's total land area; about 62% of this acreage is on private land and is susceptible to conversion and development. Several large areas of Great Basin Sage Scrub have been converted or are proposed for residential expansion around Truckee and in the Martis Valley.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER F: MARK TOMICH, NEVADA COUNTY PLANNING DEPARTMENT

- Response F-1* Comment noted. Section 3.0 (Project Description) and Sections 4.0 through 4.12 of the Draft EIR including several detailed graphics illustrating existing conditions in the Plan area as well as anticipated impacts within and outside the Plan area. The commentor is referred to Master Response 3.4.7 (Adequacy of the Cumulative Setting and Impact Analysis in the Draft EIR) regarding the consideration of the entire Martis Valley area.
- Response F-2* Comment noted. Section 4.2 (Population/Housing/Employment) of the Draft EIR provides detailed information regarding current demographic, housing and employment conditions in the area. This information is best represented and summarized in table format as provided in Section 4.2 rather than in graphics.
- Response F-3* The commentor states that the analysis is inappropriate, but provides no evidence or information suggesting that the assumptions associated with permanent residency is incorrect. The commentor is referred to Master Response 3.4.2 (Assumptions Used for Development Conditions in the Plan Area) and Response to Comment F-2 regarding the appropriateness of using graphics in Section 4.2 of the Draft EIR.
- Response F-4* Payment of in-lieu fees is a common practice for improvements that extend beyond the ability of a single development project to provide. This can occur when development projects are too small or of a land use that could not accommodate employee housing on-site. The commentor is also referred to Master Response 3.4.8 (Affordable and Employee Housing Effects of the Project).
- Response F-5* The commentor states that the Draft EIR fails to adequately mitigate water quality, but provides no evidence suggesting why the identified Community Plan policies, implementation measures and mitigation measures would not protect existing water quality. The commentor is referred to Master Response 3.4.3 (Water Quality).
- Response F-6* Draft EIR pages 4.9-76 through -81 identifies several proposed policies associated with the protection of riparian and wetland habitat areas that consist of specific performance standards (e.g., provision of natural open space buffers adjacent to waterways [Policy 9.F.2] and no net loss of riparian and wetland resources [Policy 9.F.4]). In addition, as noted in Master Response 3.4.3 (Water Quality), mitigation measures MM 4.7.1b and MM 4.7.2a include performance standards requiring no increase in sediment or other pollutant load to existing surface water quality conditions.
- Response F-7* The commentor is referred to Master Response 3.4.3 (Water Quality).
- Response F-8* The commentor is referred to Master Response 3.4.1 (Project Description Adequacy) regarding the project's relationship with Placer Legacy.
- Response F-9* The commentor lists several species that they identify as being special-status that may occur in the Plan area. These species are further evaluated below.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Great Basin Rams-horn Snail – The California Natural Diversity Database has no records of this species occurring in the Plan area or the general vicinity. Biological resource evaluations for properties along waterways within the Plan area (Northstar, Siller Ranch, Lahontan I, Eaglewood and Hopkins Ranch) have not identified this species as having the potential to occur. Given the limited habitat potential for this species in the Plan area and the land use designations (e.g., Open Space) and policies set forth in the proposed Martis Valley Community Plan, no significant impacts to this species are expected.

Lahontan Lake Tui Chub – The species is not listed as federally or state listed as threatened or endangered and it is not a state species of special concern. This species is not known to occur in Martis Valley and there are no California Natural Diversity Database records of this species occurring in the Plan area. The proposed project would not affect this species.

Lahontan Creek Tui Chub – This species is only known to occur in Nevada; therefore, there will be no effects on this species.

White-Faced Ibis – Historically this species nested in northeastern California, the San Joaquin Valley, and southern California. It no longer breeds regularly in California. There are no records in California Natural Diversity Data Base of it occurring in the MVCP area. Additionally, there is little probability of it occurring in the Plan area because it prefers shallow grassy marshes that do not occur in the area. Therefore, the proposed project is not expected to have an impact on this species.

Redhead – This species is not federally or state listed as threatened or endangered and it is not a state species of special concern. This species is not federally or state listed as threatened or endangered and it is not a state species of special concern. The redhead is a common species in open water habitat provided by lakes and estuaries. Potential habitat occurs in Martis Creek Reservoir. This is located almost entirely outside of the Plan area and on land administered by the U.S. Army Corps of Engineers. Therefore the project is not expected to have an impact on this species.

Northern Harrier - The California Natural Diversity Database has no records of this species occurring in the Plan area. The species was observed flying in suitable foraging habitat on Hopkins Ranch. Suitable nesting and foraging habitat occurs in the montane meadow habitat along SR 267. Approximately 74 percent of this habitat occurs on land administered by the U. S. Army Corps of Engineers and will not be affected by the project. In addition, Mitigation Measure MM 4.9.6 would ensure that nesting birds and raptors are not directly impacted by subsequent development.

Ferruginous Hawk – This species is not known to breed in California and it is an uncommon winter resident. The California Natural Diversity Database has no records of this species occurring in the Plan area. The project will not affect nesting habitat. The Plan area consists of approximately 3,300 acres of habitat (great basin sage scrub and montane meadow) that may be suitable for this species, of which approximately up to 10 to 15 percent may be converted

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

associated with subsequent development under the Martis Valley Community Plan. Given the abundance of available habitat of this species and the low likelihood of its occurrence, no impacts to this species are expected from the project. In addition, Mitigation Measure MM 4.9.6 would ensure that nesting birds and raptors are not directly impacted by subsequent development.

Western Burrowing Owl - The California Natural Diversity Database has no records of this species occurring in the Plan area. Biological resource evaluations for properties within the Plan area (Siller Ranch, Eaglewood and Hopkins Ranch) have not identified this species as occurring in the project area. Montane meadow on both sides of SR 267 provides potential habitat. Approximately 74 percent of this habitat occurs on land administered by the U. S. Army Corps of Engineers and would not be affected by the project. In addition, Mitigation Measure MM 4.9.6 would ensure that nesting birds and raptors are not directly impacted by subsequent development.

Loggerhead Shrike - The California Natural Diversity Database has no records of this species occurring in the Plan area. Biological resource evaluations for properties within the Plan area (Siller Ranch, Eaglewood and Hopkins Ranch) have not identified this species as having the potential to occur. The Plan area consists of approximately 3,300 acres of habitat (great basin sage scrub and montane meadow) adjacent to potential nesting habitat (conifer and fir trees) that may be suitable for this species, of which approximately up to 10 to 15 percent may be converted associated with subsequent development under the Martis Valley Community Plan. Given the abundance of available habitat of this species and the low likelihood of its occurrence, no impacts to this species are expected from the project.

Bank Swallow - Approximately 75 percent of nesting colonies occur in the Central Valley along the Sacramento and Feather Rivers. Few and scattered nesting colonies occur in northeastern California, none are known to occur in Placer County. There are no records in the California Natural Diversity Database of this species occurring in the Plan area or the general vicinity and none were observed in biological resource evaluations. Additionally, there is no suitable nesting habitat for this species in the Plan area; therefore, no impacts on this species are expected to occur from the proposed project.

Response F-10 The commentor's additional information regarding these species is noted. This information does not change the impact discussion or conclusions of the Draft EIR.

Response F-11 Section 4.9 (Biological Resources) of the Draft EIR provides description of wildlife species that utilize the area as well as vegetation conditions in the Plan area (Draft EIR pages 4.9-1 through -9 and Appendix 4.9). Figure 4.9-5 of the Draft EIR illustrates the current extent of open space within the Plan area that provides for wildlife movement through the Plan area to adjoining areas (e.g., Tahoe Basin) as well as available information regarding deer migration and fawning areas. The exact dimensions of specific movement corridors routinely used by wildlife in the Plan area is not known. However, the Draft EIR references deer migration

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

studies that have been conducted in the Plan area for Siller Ranch and Hopkins Ranch.

Response F-12 Surveys have been conducted on the properties of the proposed Hopkins Ranch, Siller Ranch and Eaglewood projects to determine if the sites are being utilized by deer associated with the western migration corridor. These studies evaluated deer kill data recorded along State Route (SR) 267 by Caltrans. The results of these analyses indicated that deer generally prefer three crossings over SR 267: Nevada County mile post 2.5-2.7; Placer County mile post 1.0; and Placer County mile post 1.5. Mile post 2.5 in Nevada County is located directly north of the proposed Hopkins Ranch project site, and deer track surveys were conducted for Hopkins Ranch in May and June 2002 identified deer movement through the northwestern corner of the site generally proceeding in a south/southwest direction. This general movement direction by deer appears to be consistent with deer movements documented on the Eaglewood property (North Fork Associates, 2001 and 2002). Careful site planning of specific development in these areas, such as the provision of open space corridors for deer movement (as noted specifically in Mitigation Measure MM 4.9.11a) can maintain the function of this corridor. It should also be noted that anticipated development north of the Plan area (i.e. Planned Community 3 in the Town of Truckee) as well as operation of the SR 267 Bypass may alter or obstruct and further decrease deer migration through this area in the future.

SR 267 is an existing highway facility that deer and other wildlife cross in the Plan area, based on the results deer migration studies for properties west of SR 267. Cumulative effect of future widening of SR 267 associated with further development in the region on biological and wildlife resources is specifically addressed on pages 4.4-88 and -89 of the Draft EIR. However, as shown in Figure 3.0-5, the Proposed Land Use Diagram does provide open space/low intensity land uses that provides for wildlife movement corridors in both north-south and east-west directions through the Plan area.

Response F-13 As shown in Figure 4.9-5 of the Draft EIR, the fawning area is within the existing ski terrain of the Northstar-at-Tahoe Ski Resort. Section 4.0 (Introduction to the Environmental Analysis and Assumptions Used) of the Draft EIR specifically notes that this portion of the ski resort may include modification and expansion of the ski terrain and associated facilities associated with the "Northstar-at-Tahoe Completing the Vision". The Martis Valley Community Plan does not specifically propose or specify this potential ski terrain expansion and is not considered to be part of the project. However, the cumulative effect of this potential project on biological and wildlife resources is specifically addressed on pages 4.4-88 and -89 of the Draft EIR.

Response F-14 The commentor suggests that the Draft EIR did not consider all environmental effects and extent of habitat loss from the adoption Martis Valley Community Plan associated with roadway widening, new golf course development, ski terrain expansion, timber harvesting and other allowed land uses. The estimates of habitat loss provided by the commentor appear to be based on speculation of possible impact of uses allowed under Open Space and Forest land use designations without any clear identification of the assumptions used to

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

generate the information. For example, commentor's calculations would suggest that land areas that are designated Forest would eliminate the majority of existing habitat conditions. This assumption is counter to the current small ownership holdings in the eastern portion of the Plan area that consists of minimal residential use as well as the land holdings of the U.S. Forest Service (approximately 3,093 acres). In addition, the commentor also fails to acknowledge the over 500 acres of great basin sage scrub, montane meadow and riparian scrub that is located within the U.S. Army Corps of Engineers property within the Plan area. Draft EIR page 4.9-39 specifically notes that the vegetation impact acreage estimates are based on the direct impacts from substantial development set forth under the land use map options. However, the Draft EIR also considers that biological resource impacts associated with roadway widening, new golf course development, ski terrain expansion, timber harvesting and other allowed land uses (Draft EIR pages 4.9-39 through -89).

Response F-15 Vegetation and habitat mapping and identification used in the Draft EIR was based on several sources identified on Draft EIR pages 4.9-90 and -91, which included vegetation mapping data from the U.S. Forest Service. The vegetation and habitat information used in the Draft EIR is adequate for the purposes of evaluating biological resource impacts pursuant to CEQA.

Response F-16 The commentor's opinion of the diversity of vegetation associations in the Plan area is noted. The commentor is referred to Response to Comment F-11 and F-12 regarding consideration of wildlife movement in the Plan area.

Response F-17 While some reductions of Great Basin sage scrub habitat may be occurring, this habitat is still common and widespread in western U.S. and currently receives no protection by state and federal agencies. In addition, of the approximately 1,254 acres of Great Basin sage scrub within the Plan area, implementation of the Proposed Land Use Diagram would directly result the conversion of approximately 131 acres. Approximately 40 percent of the total Great Basin sage scrub habitat in the Plan area is located within the U.S. Army Corps of Engineers property, which is not expected to be impacted.

Response F-18 The additional biological resource data referenced by the commentor that is available to the County is noted.

Response F-19 The commentor's statements regarding cross-jurisdictional cooperation associated with providing trail connections is noted. The proposed trail system associated with the Martis Valley Community Plan is shown in Figure 3.0-9 of the Draft EIR.

Response F-20 Comment noted.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Letter G

Placer County Water Agency

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August 16, 2002

PLACER COUNTY
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AUG 16 2002

PLANNING DEPARTMENT

Lois Lawrence
Environmental Review Technician
Placer County Planning Department
11414 "B" Avenue
Auburn CA 95603

Subject: Martis Valley Community Plan Update Draft Environmental Impact Report

Dear Ms Lawrence:

The Agency appreciates the opportunity to review and comment on the Martis Valley Community Plan Update draft Environmental Impact Report, dated May 2002.

The Agency offers the following comments:

- In Section 4.7 HYDROLOGY AND WATER QUALITY, page 4.7-12, the DEIR summarizes the findings of the Nimbus Engineers report entitled "Ground Water Availability in the Martis Valley Ground Water Basin". The DEIS incorrectly reflects Nimbus finding No. 5: "In a normal year approximately 24,700 AF of groundwater in the Basin is available without changing the amount in storage over the long term". A more accurate characterization of this Nimbus report finding requires the deletion of the opening phrase "in a normal year", the remainder of the sentence is correct. G-1
- In Section 4.11 PUBLIC SERVICES, page 4.11-45, The DEIR presents a variety of policies from the Placer County General Plan pertaining to domestic water supplies. The DEIR goes on to say that the proposed Martis Valley Community General Plan policy document contains goals, policies and implementation programs that are generally consistent with the policy provisions of the Placer County General Plan. The Agency recommends that the DEIR should clearly state that Policy 4.C.7, "The County shall promote the use of reclaimed wastewater to offset the demand for new water supplies", will **not apply** to the Martis Valley Community Plan area. Public Law 101-618, entitled the Truckee-Carson-Pyramid Lake G-2

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Water Settlement Act, has placed unique requirements on the use of reclaimed water in Martis Valley. Section 204(c)(1)(G) of the Act requires that if TTSA changes the amount or timing of its disposal of treated wastewater to the Truckee River, ie. through the diversion and use of reclaimed water in the region, TTSA must acquire and discharge an equal amount of preexisting water rights to the Truckee River. This requirement of the Act effectively "nullifies" the intent of Policy 4.C.7 throughout the entire Truckee River Basin within Placer County, including the Martis Valley Community Plan area.

G-2
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- In Section 4.11, PUBLIC SERVICES, pages 4.11-47 and -50, the DEIR incorrectly states the PCWA would serve all development proposed in the Plan area, except for the Northstar CSD service area of Northstar-at-Tahoe resort area. The Agency understands that the lands east of HY 267 with the Plan area have been identified as being within the NCSD sphere of influence. The Agency anticipates that any development requesting water services within the NCSD sphere of influence would be served by NCSD.

G-3

- In Section 4.11, PUBLIC SERVICES, page 4.11-38, the DEIR notes that PCWA Service ... "Zone 4 includes the existing Lahontan I development and the areas approximately 4 1/2 square miles around Lahontan I and II, including the proposed Hopkins Ranch, Eaglewood, Siller Ranch, and Waddle Ranch." PCWA Service Zone 4 currently includes only Lahontan I and II. The Agency is planning for the annexation of the lands associated with the proposed Hopkins Ranch, Eaglewood, and Siller Ranch projects at the appropriate time. The Agency is not planning to provide service to the proposed Waddle Ranch since that project is located within the NCSD sphere of influence.

G-4

If you have any questions regarding the above comments, please don't hesitate to call me at (530) 823-4889.

Sincerely,

PLACER COUNTY WATER AGENCY



Mal Toy
Planning Administrator

- c. PCWA Board of Directors
David Breninger, General Manager
Ed Tiedemann, General Counsel

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER G: MAL TOY, PLACER COUNTY WATER AGENCY

Response G-1: Comment noted and the following edit is made to item number five in the list of hydrogeologic estimates from the Nimbus report in paragraph three on Page 4.7-12:

~~"In a normal year a~~Approximately 24,700 AF of groundwater in the Basin is available without changing the amount in storage over the long term."

Response G-2: The commentor's statement regarding proposed Martis Valley Community Plan Policy 4.C.7 is noted and modification of this policy will be considered by the County.

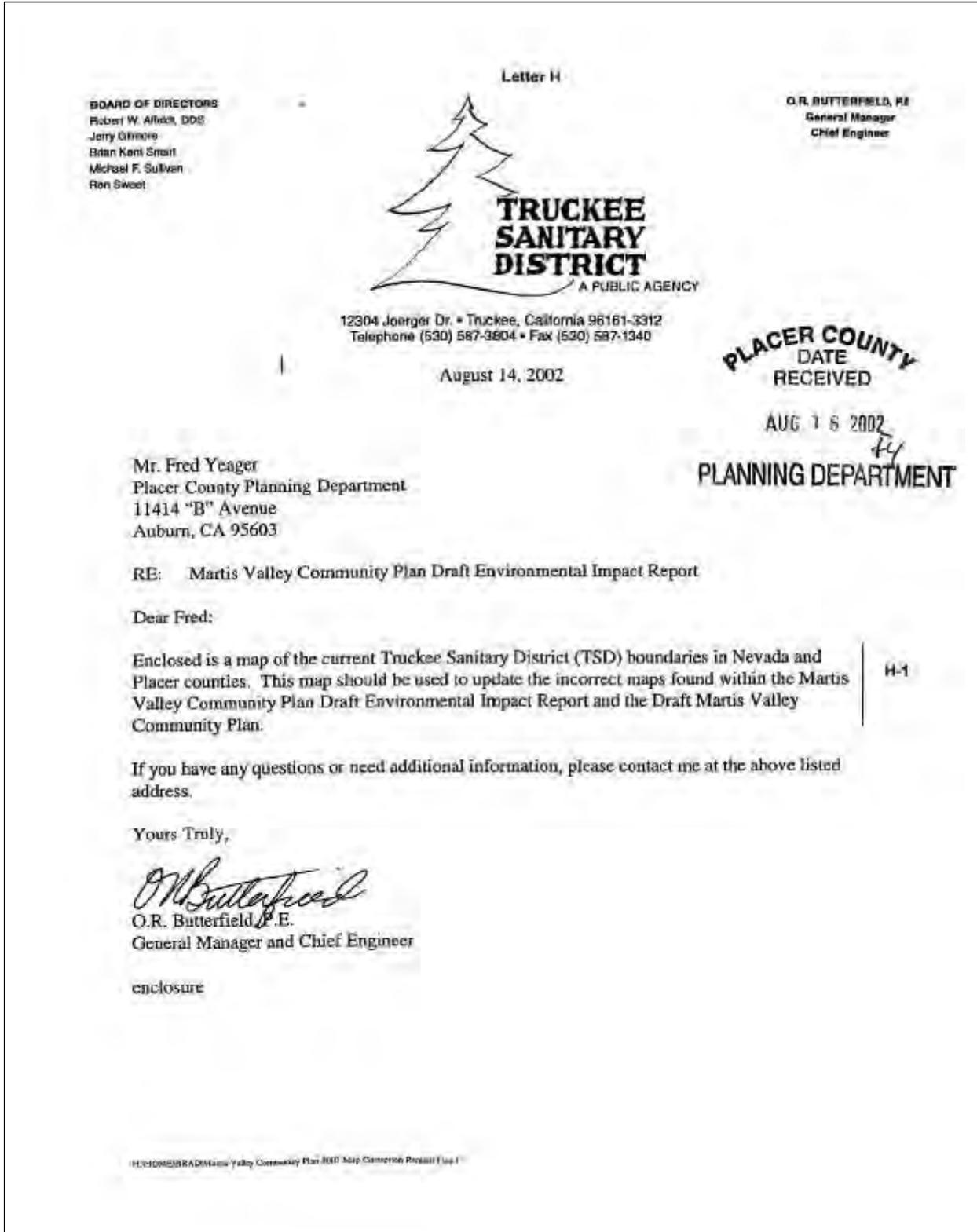
Response G-3: Comment noted and the following edit is made sentence eight of the first full paragraph on page 4.11-47:

~~"It is anticipated that PCWA would be the main purveyor of potable water in the Plan area, with Northstar CSD providing water only to the community of Northstar at Tahoe. Most of the new development in the Plan area would be served by NCSD. Lands east of State Route 267 are located within NCSD's sphere of influence. Therefore, it is anticipated that proposed developments located east of SR 267 would be served by NCSD."~~

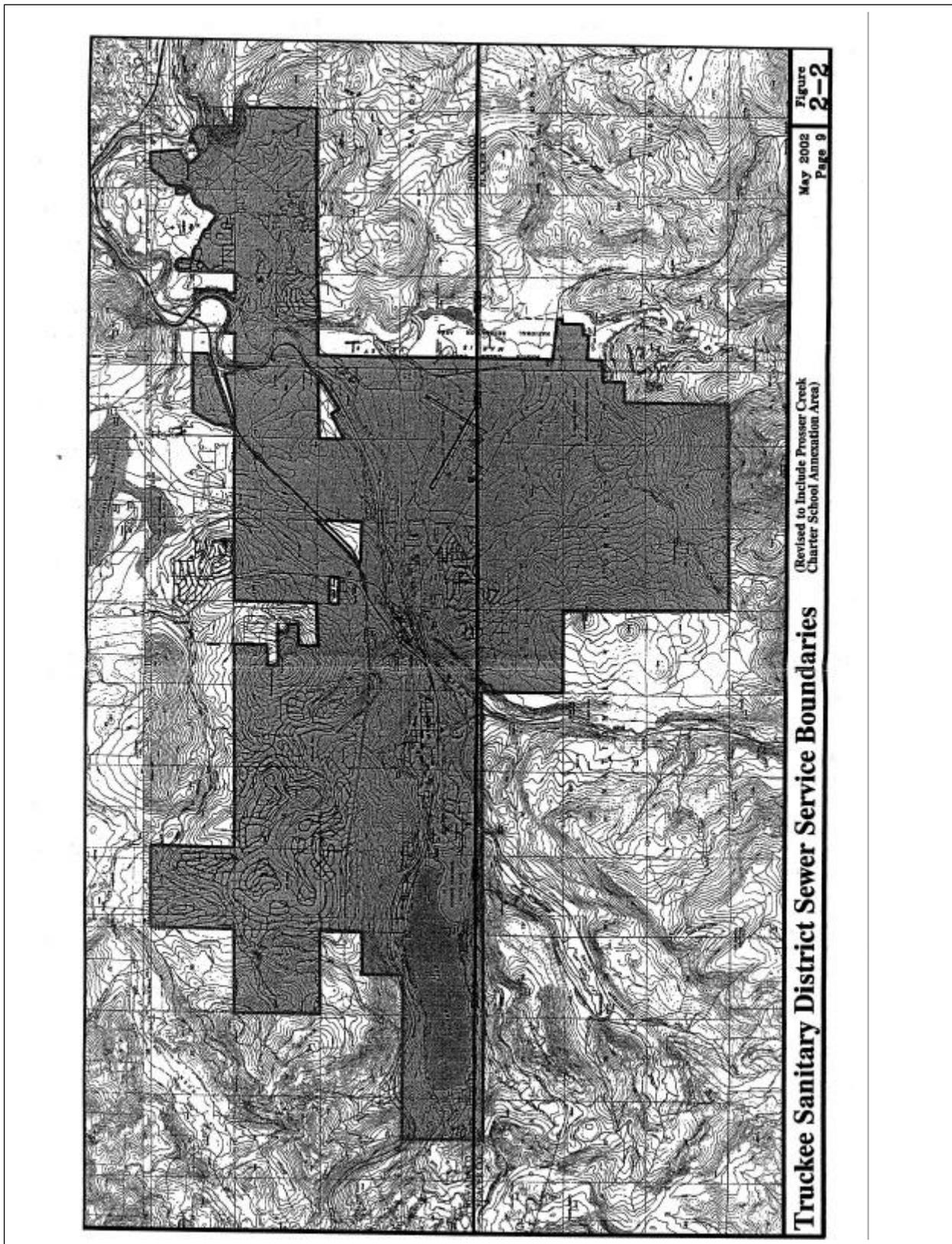
Response G-4: Comment noted and following edits are made to the fourth paragraph of Page 4.11-38:

~~"Zone 4 currently includes the existing the Lahontan 1 and II communities. PCWA is planning to annex the lands associated with the proposed Hopkins Ranch, Eaglewood, and Siller Ranch developments, and Waddle Ranch"~~

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR



3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR



3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

LETTER H: **O. R. BUTTERFIELD, TRUCKEE SANITARY DISTRICT**

Response H-1: Comment noted. The commentor indicates that the current Truckee Sanitary District boundaries in Nevada and Placer counties are incorrect in the Draft EIR. The map attached to the comment letter will be provided to the Lead Agency for inclusion in the Martis Valley Community Plan. Figure 4.11-1 (Martis Valley Service Districts) on page 4.11-3 of Section 4.11 (Public Services and Utilities) of the Draft EIR showed the existing and future service area for Truckee Sanitary District and Tahoe-Truckee Sanitation Agency.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Letter I



Winston H. Hickey
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

Lahontan Region

1501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150
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Gray Davis
Governor

August 19, 2002

Loji Lawrence, Environmental Review Technician
Placer County Planning Dept.
11414 "B" Avenue
Auburn, CA 95603

COMMENTS ON MARTIS VALLEY COMMUNITY PLAN UPDATE DRAFT ENVIRONMENTAL IMPACT REPORT, PLACER COUNTY

The above-referenced draft Environmental Impact Report (EIR) has been prepared by Placer County acting as the California Environmental Quality Act (CEQA) lead agency. California Regional Water Quality Control Board, Lahontan Region (Regional Board) staff has reviewed the draft EIR. We thank you for considering our comments, which are as follows.

PROJECT LOCATION AND DESCRIPTION

The proposed Martis Valley Community Plan (Community Plan) would update the existing Placer County portion of the Martis Valley General Plan (General Plan, originally adopted in 1974). The project is intended to address new environmental and land use issues in the area, and bring the General Plan into consistency with the 1994 Placer County General Plan.

The project area ("Plan Area") is the Placer County portion of Martis Valley, approximately 15 square miles generally bounded by the Placer/Nevada County line to the north, Highway 89 to the west, the Lake Tahoe Basin boundary to the south and the California/Nevada state line to the east.

COMMENTS

1. The "Water Quality" discussion (pp. 4.7-8 through 4.7-11) in Section 4.7.1 (Existing Setting) does not provide an adequate evaluation of existing surface water quality or the effects of existing development in the Plan Area. Although it states that "Quality of surface waters is generally excellent in the upper reaches of the Plan area's stream network with few contaminants and nutrients" (emphasis added), it does not adequately characterize water quality in the lower reaches. The discussion is limited to issues such as coliform levels in Martis Creek and their relationship to grazing activity, potential impacts from the Martis Fire, and the listing of the Truckee River for sediment impairment on the Clean Water Act Section 303(d) list. In general, the draft EIR fails to provide a concrete analysis of existing surface water quality, or of water quality impacts due to existing development within the

California Environmental Protection Agency

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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Lori Lawrence

- 2 -

Plan Area. To objectively analyze the potential water quality impacts of the proposed project, the draft EIR should carefully evaluate available water quality data and compare it to appropriate standards necessary to prevent degradation and protect beneficial uses, including water quality objectives contained in the *Water Quality Control Plan for the Lahontan Region* (Basin Plan). The final EIR should consider any relevant monitoring data available, such as data for and/or from: receiving waters (including Martis Creek, Martis Creek Lake, and the Truckee River below the confluence with Martis Creek); golf courses; storm water runoff; airport operations; road maintenance; wastewater effluent from the Tahoe-Truckee Sanitation Agency (TTSA) or other major waste dischargers; etc.

1-1
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2. The draft EIR defines "Standards of Significance," which are the criteria used to evaluate the potential significance of each type of impact. Standards of Significance for the Hydrology and Water Quality Section are defined on p. 4.7-29; however, the draft EIR states that the criteria listed on that page specifically apply to evaluation of "hydrologic or flooding impacts." No criteria are provided for evaluating the significance of water quality impacts. It is therefore unclear what criteria were used to support the draft EIR's conclusion that all water quality impacts can be mitigated to a less than significant level under the proposed Community Plan. In the absence of an adequate analysis of surface water quality and water quality effects of existing development, it is unclear whether that was a subjective or objective conclusion. The Regional Board would consider any demonstrable adverse effect on beneficial uses, violation of Basin Plan water quality objectives, violation of Basin Plan prohibitions or violation of other state and federal water quality standards to be a significant effect. The final EIR should include clearly defined Standards of Significance for Water Quality reflecting that fact. The final EIR should also base its analysis of significant effects upon these standards.

1-2

3. In our August 9, 2001 "scoping comments" on the Notice of Preparation for the Community Plan, we noted that new residential and commercial development would increase the use of fertilizers, pesticides, and other economic poisons/pollutants within the project area (see Scoping Comment #5). We noted that, "the EIR should address impacts from the cumulative development and if such usage is shown to adversely affect ground or surface water quality, the EIR and the Community Plan should include effective controls to limit such usage, or proposed mitigation measures that will ensure compliance with water quality standards." We find, however, that the draft EIR does not adequately analyze the potential for cumulative impacts from chemical use, does not review existing monitoring data or other relevant information to establish whether there could be potentially significant impacts, and does not include effective controls to limit chemical usage if necessary to assure compliance with water quality standards. Mitigation Measure 4.7.2b (p. 4.7-43) does incorporate setback requirements (by reference to Placer County Policy 9.D.1) to protect waterway corridors, wetland areas and other sensitive habitats. It also stipulates that "subsequent projects will be conditioned to prohibit application of fertilizers, pesticides and herbicides within waterway corridors and wetland areas." However, setback requirements and prohibiting direct chemical application to surface waters may not be sufficient to mitigate impacts. Additional measures are needed in the final EIR to assure that chemical use is minimized and properly managed. The final EIR should address public education and development of chemical use

1-3

1-4

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guidelines. The final EIR should also reflect a commitment to monitoring, and describe corrective measures that will be taken if monitoring indicates adverse water quality effects are developing.

1-4
cont'd

4. Mitigation measure MM 4.7.2c (beginning on p. 4.7-43) is intended to address potential impacts to surface and ground waters from several new golf courses proposed under the Community Plan. The mitigation measures rely heavily on a County requirement for Chemical Application Management Plans (CHAMPs) for future golf courses. However, CHAMPs alone may be insufficient to minimize water quality impacts. The draft EIR fails to establish enforceable guidelines for CHAMP preparation, or to define a process for CHAMP review and approval. Regional Board staff suggests that the final EIR requires that CHAMPs include water quality standards, and should provide for enforcement mechanisms if monitoring indicates that those standards are not being met. The final EIR also needs to identify the CHAMP guidelines and address how implementing them will ensure compliance with water quality standards.

1-5

5. To support the conclusion that impacts from future golf courses can be mitigated to the less than significant level by the imposition of CHAMPs, the final EIR should analyze any available water quality data from existing golf courses. The final EIR should also evaluate the effectiveness of existing CHAMPs within the Plan Area and from other golf courses located within the Truckee River Watershed. The final EIR should address how the County will respond if golf course impacts are found to be significant, and should consider requiring a staged approach to new golf course approval. Under a staged approach, an evaluation period would be required between construction of new golf courses, to evaluate individual and cumulative impacts of previously constructed golf course, and require appropriate action prior to future golf course approvals. If approval of multiple golf courses is not to be staged, then the final Environmental Impact Report should take a conservative approach to evaluating potential impacts.

1-6

6. With regards to proposed golf courses, we indicated in our Scoping Comment #4 that "additional guidelines in the Community Plan should specify criteria to minimize the acreage of the playing areas requiring chemical use." Although Mitigation Measure MM 4.7.2c (p. 4.7-43) does state that "landscaped areas shall be restricted to only greens, tees, and fairways," the draft EIR fails to discuss enforceable criteria to ensure that such landscaped areas are minimized during the golf course design and approval process. A commitment to minimization of chemically-treated areas should be included in the final EIR.

1-7

7. On p. 4.7-55, the draft EIR cites the report Ground Water Availability in the Martis Valley Ground Water Basin to estimate that "approximately 24,700 acre feet of groundwater could be pumped annually without long-term loss of groundwater storage." This figure compares to a projected annual water demand at buildout of approximately 22,000 acre feet. The final EIR should discuss what proportion of this surplus ground water is believed to be associated with the upper and middle/lower aquifers respectively, and should also estimate what proportion of ground water production is expected for each aquifer at buildout.

1-8

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8. The draft EIR concludes "it is anticipated that potential impacts to Plan area surface water features from increased ground water production would be minimal" (p. 4.7-56). This conclusion is based on the expectation that existing and future groundwater production for domestic use will mainly utilize the middle/lower aquifer, rather than the upper aquifer that presumably supplies surface water features. Interaction between the two aquifers is thought to be limited based on evidence (described on pp. 4.7-55 through 4.7-56) of a continuous clay member that limits ground water transfer between the aquifers. Although interaction may be limited, the draft EIR nevertheless acknowledges (p. 4.7-55) the assumption "that there is some interaction" between the aquifers. We believe the evidence reviewed in the draft EIR is inadequate to determine whether increased ground water demand could impact surface water features, because the degree of interaction and extent of the clay barrier are not well defined. It is not clear whether transmission of water from the upper to the middle/lower aquifer through leaky zones could potentially increase in response to increased pumping from the lower aquifer. Localized effects are possible. Because any effects of increased ground water demand on surface water features could essentially be irreversible, it is important to take a conservative approach. Protection of surface waters, including wetlands is imperative to preserve water quality. Wetlands and riparian areas are important for nutrient uptake, flood control, and wildlife habitat, which are all beneficial uses of water the Regional Board is responsible for protecting. Their associated vegetation prevents erosion by holding soil in place. For the above reasons, the final EIR should make the finding that ground water usage impacts to surface waters are "potentially significant." The final EIR should address the potential for adverse impacts on surface water resources and what mitigation measures will be implemented to avoid such significant impacts. The evaluation of the potential for adverse impacts should also take into consideration direct withdrawals from the upper aquifer.

1-9

9. The Truckee River is listed for sedimentation on the Clean Water Act Section 303(d) list of impaired water bodies. The Regional Board also maintains a "Watch List" of waters for which additional monitoring is recommended, to determine whether those water bodies should be placed on the Section 303(d) list in the future. Martis Creek is currently on the Watch List for nutrients (including phosphorus), and the Truckee River is on the Watch List for chloride and TDS. Martis Creek Lake is a valuable biological resource and prized wild trout fishery. Evidence indicates that water quality in Martis Creek Lake may be seriously declining. We find that the draft EIR does not properly address whether development proposed under the Community Plan may further impact these water bodies.

1-10

10. In our Scoping Comment #2, we noted that TTSA is highly dependent on flows and existing water quality in Martis Creek and the Truckee River to assimilate discharges from its wastewater treatment facility. We indicated that the EIR should address potential impacts on flows and water quality within Martis Creek and the Truckee River associated with proposed development under the Community Plan, and how this could affect TTSA's ability to assimilate discharges and meet its permit conditions. Such an analysis is notably lacking in the draft EIR. The draft EIR concludes (p. 4.7-56) that, "Groundwater discharge reductions to the Truckee River [due to increased ground water demand from development] would be offset by increased discharges of approx. 11,000 acre-feet annually from the Tahoe-Truckee

1-11

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Sanitation Agency's plant expansion as well as improved timing and magnitude of seasonal river flows and enhanced flows for consumptive, environmental and fishery uses associated with the implementation of TROA." However, reduced ground water discharge to the Truckee River would be only partially offset because some water will be lost due to evapotranspiration of ground water pumped and used for irrigation (landscaping, golf courses, etc.). Furthermore, the draft EIR acknowledges (p. 4.7-38) that "subsequent development under the Proposed Land Use Diagram would . . . add to wastewater effluent discharges to the Truckee River by the Tahoe-Truckee Sanitation Agency Water Reclamation Plant." Possible combined effects of ground water discharge reductions and increased treatment plant effluent on discharges on Truckee River and Martis Creek water quality should be thoroughly addressed in the EIR. However, the draft EIR simply offers that, "the environmental effects of Water Reclamation Plant expansion has been addressed in the Tahoe-Truckee Sanitation Agency Water Reclamation Plant Expansion Project EIR . . ." The Martis Valley Community Plan Update EIR needs to summarize the findings of the TTSA Plant Expansion EIR, quantify the expected increase in treatment plant effluent and pollutant load, and properly analyze whether the additional effluent can be assimilated in the Truckee River and Martis Creek. This assessment should include the potential increases in nutrients, TDS, and chlorides associated with the proposed development identified in the community plan.

I-11
cont'd

11. The Lahontan Region Basin Plan contains waste discharge prohibitions for the Truckee River Hydrologic Unit. These prohibitions include: prohibitions against discharge of waste to surface waters; against individual domestic wastewater facilities such as septic tank-leachfield systems; and against the discharge of waste materials (including earthen materials such as soil, silt, clay, sand, etc.) within the 100-year flood plain of the Truckee River or its tributaries. The draft EIR recognizes (on p. 4.7-21) the 100-year flood plain prohibition, but does not indicate how that prohibition will be complied with. County Policy 9.D.1 (cited on p. 4.7-46) provides for "habitat buffers" measured from the centerline of streams or edges of "sensitive habitats." However, the final EIR should describe how disturbance and waste discharges within the 100 year flood plain will be prevented. The draft EIR also fails to acknowledge the Basin Plan's septic tank prohibitions and prohibitions against discharge to surface waters (including isolated surface waters such as small ponds and wetlands that do not have a surface hydraulic connection to tributaries of the Truckee River or to the river itself). These prohibitions should be acknowledged, and a discussion included regarding how compliance will be achieved. Violation of these prohibitions is a significant impact per CEQA Guidelines. It should be pointed out that differences in County and Regional Board surface and flood plain regulations have led to violations of Regional Board prohibitions in the past.

I-12

12. Allowing future installation of individual wastewater treatment/disposal systems could place ground and surface water quality in jeopardy. Wastewater is a source of nutrients, TDS, and pathogens. As discussed earlier, the Truckee River is on a watch list for TDS and Martis Creek for nutrients. TTSA operates a tertiary-level wastewater treatment facility capable of removing nutrients. Failure to provide the level of nutrient treatment TTSA provides may

I-13

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result in adverse water quality impacts. Regional Board staff strongly encourage connection to a community sewer collection system that transports wastewater to the TTSA facility.

I-13
cont'd

13. Proposed development under the proposed Community Plan update (including widening portions of Highway 267 to four lanes) would involve significant expansion of the road network. As acknowledged on p. 4.7-37 of the draft EIR, direct surface water quality impacts could occur from increased road maintenance (snow removal activities, application of sand/salt to roadways). Salt is a major water quality issue in the Truckee River watershed as is sedimentation. The final EIR should quantify the expected increase in road maintenance, and describe effective control measures to mitigate any effects to the less than significant level. Please be aware that Regional Board staff considers any increase in sediment loading to the Truckee River or its tributaries to be a significant effect given the impaired nature of the river due to excessive sedimentation that is already occurring.

I-14

14. The draft EIR acknowledges (p. 4.7-63) that: "Subsequent development under the Proposed Land Use Diagram would be located outside of the designated 100-year floodplain . . . however, this land use map option would result in the substantial development of approximately 4,300 acres of the Plan area, which would increase impervious surfaces and would alter drainage conditions and rates." In order to ascertain potential environmental impacts, some effort is still needed in the final EIR to quantify those effects. County Policies 6.E.7 (p. 4.7-64) and 6.E.10 (p. 4.7-65) require, respectively, that mitigation be incorporated into new developments to offset increases in storm water peak flows and/or volume, and that projects allocate land as necessary to detain post-project flows. Those policies can be effective in mitigating effects of increased impervious surface area. However, the final EIR should specify the objective of the policy (e.g., "the level of mitigation required shall be adequate to assure that stormwater peak flows and volume do not exceed pre-project levels"). The policies and final EIR should also include information regarding how storm water disposal will not adversely impact ground water quality.

I-15

15. Uncertainties regarding the potential and cumulative impacts of the proposed project to water quality call for a conservative approach to development in the Plan area. The County should propose a comprehensive water quality monitoring program as part of the Community Plan and final EIR. We urge the County to consider a staged approach to approval of specific developments under the Community Plan, so that impacts can be assessed at each stage, and so that appropriate corrective actions/requirements can be implemented prior to granting of future approvals.

I-15

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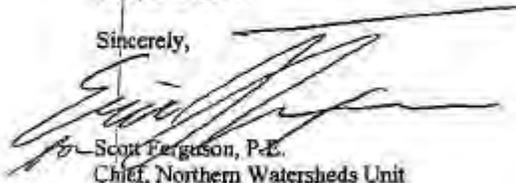
3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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Thank you for the opportunity to comment on the draft EIR. If you have any questions or would like to discuss these comments further, please contact me at (530) 542-5432 or Jason Churchill at (530) 542-5571.

Sincerely,



Scott Ferguson, P.E.
Chief, Northern Watersheds Unit

cc: Regional Board Members
Placer County Environmental Health Dept.
Tahoe-Truckee Sanitation Agency/Craig Woods
Nevada County Planning Dept.
Sierra Watch
Town of Truckee Planning Dept./Tony Lashbrook
State Clearinghouse

JC/egT: Martis EIR comments
[Pending Files--Placer County, Martis Valley General Plan]

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LETTER I: SCOTT FERGUSON, REGIONAL WATER QUALITY CONTROL BOARD, LAHONTAN REGION

Response I-1 The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-2 Draft EIR page 4.7-29 specifically notes two significance criterias (2 and 4) associated with degradation of surface and groundwater quality as well as conflicts with applicable local, state and/or federal policies and standards associated with water resources (e.g., Water Quality Control Plan for the Lahontan Region [Basin Plan]). The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-3 Comments received from the Regional Water Quality Control Board on the Notice of Preparation were specifically utilized in preparing the Draft EIR. The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-4 The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-5 Mitigation Measure MM 4.7.2c specifically notes water quality standards to be met associated with golf course chemical application (e.g., Basin Plan and maintenance of existing water quality conditions). The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-6 The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-7 The proposed Martis Valley Community Plan does not specifically propose or promote the development of new golf courses within the Plan area and such recreational development is not a central element of the Plan. Thus, the specific design of future new golf courses in the Plan area is not conducted by the County. However, Mitigation Measure MM 4.7.2c provides performance standards for the consideration of limiting the extent of landscaped areas (e.g. tees, fairways and greens) associated with golf courses that would involve chemical usage as well as water quality performance standards to maintain existing water quality. The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-8 The commentor is referred to Master Response 3.4.4 (Water Supply Effects of the Project).

Response I-9 The Draft EIR specifically notes that increased groundwater production could result in a potential impact to surface water features. Implementation of Mitigation Measure MM 4.7.5 would require that new and/or expanded well facilities be designed and operated as to not adversely affect surface waters (Draft EIR pages 4.7-54 through -62). The commentor is also referred to Master Response 3.4.4 (Water Supply Effects of the Project).

Response I-10 The commentor is referred to Master Response 3.4.3 (Water Quality).

Response I-11 As identified in Master Response 3.4.3 (Water Quality), proposed mitigation measures MM 4.7.1b and MM 4.7.2a would require that subsequent development would not increase existing sediment and other pollutant loads in

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Plan area waterways. Implementation of these mitigation measures would ensure that subsequent development in the Plan area would not adversely impact T-TSA's ability to meet the its discharge requirements. It should also be noted that T-TSA's discharges of 11,000 acre-feet annually include wastewater generation from the entire T-TSA service area, rather than just the Plan area.

Response I-12 The project consists of the adoption of the Martis Valley Community Plan, which is a policy document that regulates development of the Plan area, but does not specifically dictate the exact form that subsequent development may occur. Thus, it is not possible to determine at the Community Plan level whether subsequent development would propose the partial filing of the 100-year floodplain for features such as bridge crossings or to what extent. It is acknowledged that such discharges are regulated by the RWQCB. The Martis Valley Community Plan also does not promote the installation of septic in violation of the Basin Plan. Proposed Policy 6.D.6 specifically notes that on-site treatment and disposal systems are required to comply with the requirements and standards of the RWQCB. The wastewater service analysis provided in the Draft EIR (Draft EIR pages 4.11-56 through -62) identifies that the T-TSA's Water Reclamation Plant is planned to have adequate capacity to serve buildout of the Plan area.

Response I-13 The commentor is referred to Response to Comment I-12. In addition, proposed Martis Valley Community Plan Policy 6.D.7 specifically notes that the County will facilitate connection to the community sewer collection system that transports wastewater to T-TSA for treatment.

Response I-14 Water quality issues were specifically noted and considered in the Draft EIR (Draft EIR pages 4.7-37 through -73). The commentor is also referred to Master Response 3.4.3 (Water Quality).

Response I-15 Proposed Martis Valley Community policies 6.E.7 and 6.E.8 specifically require that new development adequately mitigate any increases in peak flows and/or volume and maintain natural drainage conditions. These standards would ensure no significant flooding impacts associated with subsequent development. The commentor is referred to Master Response 3.4.3 (Water Quality) regarding protection of groundwater quality as well as Mitigation Measure MM 4.7.3 provided in the Draft EIR.

Response I-16 The commentor's suggestion of considering staged approval of development within the Plan area is noted. The commentor is also referred to Master Response 3.4.3 (Water Quality).

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Letter J

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TAHOE REGIONAL PLANNING AGENCY

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August 19, 2002

Via Facsimile 530/889-7499

Lori Lawrence
Environmental Review Technician
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

PLACER COUNTY
DATE RECEIVED
AUG 29 2002
PLANNING DEPARTMENT

Re: Draft Environmental Impact Report (SCH No. 2001072050)
Martis Valley Community Plan Update

Dear Ms. Lawrence:

The Tahoe Regional Planning Agency ("TRPA") has reviewed the Draft Environmental Impact Report ("DEIR") for the Martis Valley Community Plan Update ("MVCP Update" or "updated plan") and has the following comments.

TRPA is concerned that the DEIR does not adequately address the impacts of development allowed under the updated plan on the Lake Tahoe Basin ("Basin") as required by the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, and the CEQA Guidelines, California Code of Regulations, title 14, Section 15000 *et seq.* TRPA is an interstate compact formed by the states of California and Nevada and approved by the U.S. Congress. TRPA's 1980 Compact authorizes the agency to adopt and enforce environmental threshold carrying capacities ("Environmental Thresholds") for the Basin. In order to achieve and implement the Environmental Thresholds, TRPA has adopted a Regional Plan governing the entire Basin and Plan Area Statements governing particular regions of the Basin (collectively, "TRPA's Plans"). Development in and around the Basin affects the achievement of TRPA's Environmental Thresholds and implementation of TRPA's Plans. CEQA expressly requires lead agencies to consider the consistency of

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proposed projects and plans with plans for the protection of the Basin, such as TRPA's Compact and Plans. See Cal. Code Regs. Title 14, § 15125.

J-1
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The DEIR does not adequately address the consistency of the MVCP Update with TRPA's Compact and Plans. The residential, commercial, and recreational development allowed under the MVCP Update would result in increased impacts in the Basin due to substantially increased numbers of residents in and visitors to the Basin. The DEIR should be revised to specifically address the consistency of the MVCP Update with TRPA's Compact and Plans. Additionally, the DEIR should include TRPA's Environmental Thresholds as standards of significance in each of the impact analyses in the DEIR. Presently, the sections of the DEIR that mention TRPA's Environmental Thresholds, do not actually apply the thresholds to the determination of whether the project's impacts are significant or adequately mitigated. See e.g., DEIR, Section 4.4, pp. 4.4-26, 4.4-39.

J-2

The DEIR should clearly describe the impacts of the MVCP Update on existing conditions in the Basin. Although the 1975 Martis Valley General Plan ("MVGP") is the governing plan in the absence of the update, the appropriate baseline for the impacts of the updated plan is the existing environment in the region. The 1975 MVGP is outdated and provides for significantly more development in the Martis Valley than is considered prudent or feasible today in light of current information regarding environmental issues in the Basin. Although the updated plan, as proposed, may be environmentally preferable to the 1975 MVGP, the impacts of the updated plan on the region must be measured and discussed in comparison to existing baseline conditions.

J-3

The DEIR's analysis of the traffic impacts of the MVCP Update is deficient for many of the reasons discussed above: (1) the DEIR does not consider the full extent of the updated plan's impacts on the Basin and does not consider a large enough geographic area of impact; (2) the DEIR does not appear to use accurate information regarding existing conditions; (3) the DEIR does not apply TRPA's Environmental Thresholds as a standards of significance in determining the project's impacts; and (4) the DEIR does not identify mitigation measures that adequately address the project's significant impacts on the Basin.

J-4

The DEIR's "traffic analysis zone" should include the full extent of the Basin likely to be impacted by traffic associated with development allowed under the updated plan. Primary areas of concern within the Basin include Kings Beach, Tahoe Vista, and Tahoe City. These areas, including their access routes, are presently operating at capacity or in failure mode with respect to transportation issues. Because these areas presently have significant traffic and environmental issues, they are unlikely to accommodate any further congestion or impacts unless significant mitigation measures are provided. In addition, the impacts of the MVCP Update on

J-5

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State Route 89 should be addressed in more detail given the potential use of this route as an alternative to State Route 267.

J-5
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Information in the DEIR regarding existing traffic conditions in the Basin does not appear to be consistent with information from TRPA and Caltrans. Because the DEIR uses information about existing conditions to calibrate the traffic model, this discrepancy casts doubt on the DEIR's ultimate conclusions regarding the project's impacts on traffic and circulation. The DEIR's description of existing levels of service ("LOS") for intersections and roadway segments in the Basin are difficult to compare with TRPA's and Caltrans' figures because the DEIR defines the area and divides the roadway segments differently than either TRPA or Caltrans. Nonetheless, intersections and highway segments in the Basin are currently operating at LOS that are clearly lower than those indicated in the DEIR. Compare DEIR, Table 4.4-6 with Attachments 1, 2, 3. Caltrans' reports indicate that some highway segments in the Basin are estimated to be at LOS "F" by the year 2020 with or without improvements presently planned by Caltrans.

J-6

The DEIR needs to apply TRPA's transportation standards or apply TRPA's environmental thresholds when considering the updated plan's impacts on traffic and air quality in the Basin. The DEIR lists six standards for determining significance of traffic impacts:

- 1) Project implementation would increase traffic and degrade the LOS of roadways or intersections from acceptable to unacceptable conditions or exacerbate conditions that are already at an unsatisfactory level.
- 2) Project traffic would exacerbate conditions at a facility operating at lower than minimum standards without the project.
- 3) Project implementation would increase traffic volumes on local residential streets with front-on lots to over 2,000 average daily trips;
- 4) Project implementation would conflict with adopted related goals, objectives, and policies of the Regional Transportation Plan - Air Quality Plan (RTP-AQP) for the Lake Tahoe Region
- 5) Project implementation would result in inadequate parking capacity; or
- 6) Project implementation would conflict with transit, pedestrian and bicycle users.

J-7

See DEIR at 4-4-27. Although this list includes consistency with TRPA's Regional Transportation Plan - Air Quality Plan, the DEIR never actually analyzes that consistency or employs TRPA's standards for LOS in the Basin. The DEIR should make use of TRPA's LOS and other traffic standards for roadway segments and intersections in the Basin. Furthermore, the DEIR concludes that the updated plan would not have a significant impact when measured against several of the above-listed standards (e.g., traffic facilities, parking, and conflict with pedestrians), but

J-8

J-9

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information regarding existing conditions in the Basin available to TRPA indicates that the project would have significant impacts with respect to at least five and possibly all six of these standards. (TRPA does not have information regarding local residential streets to evaluate standard #3).

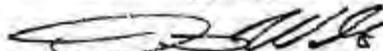
J-9
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The DEIR fails to propose adequate mitigation for the impacts of the MVCP Update on roadways, intersections, conflict with pedestrian uses, and parking in the Basin. Areas of the Basin are already operating at maximum capacities with respect to roadways, conflict with pedestrians, and parking. The DEIR needs to provide additional mitigation for these types of impacts on the Basin.

J-10

We look forward to working with you to resolve these discrepancies in the DEIR and to develop an updated plan for the Martis Valley that fully reflects the environmental conditions in the Lake Tahoe Basin.

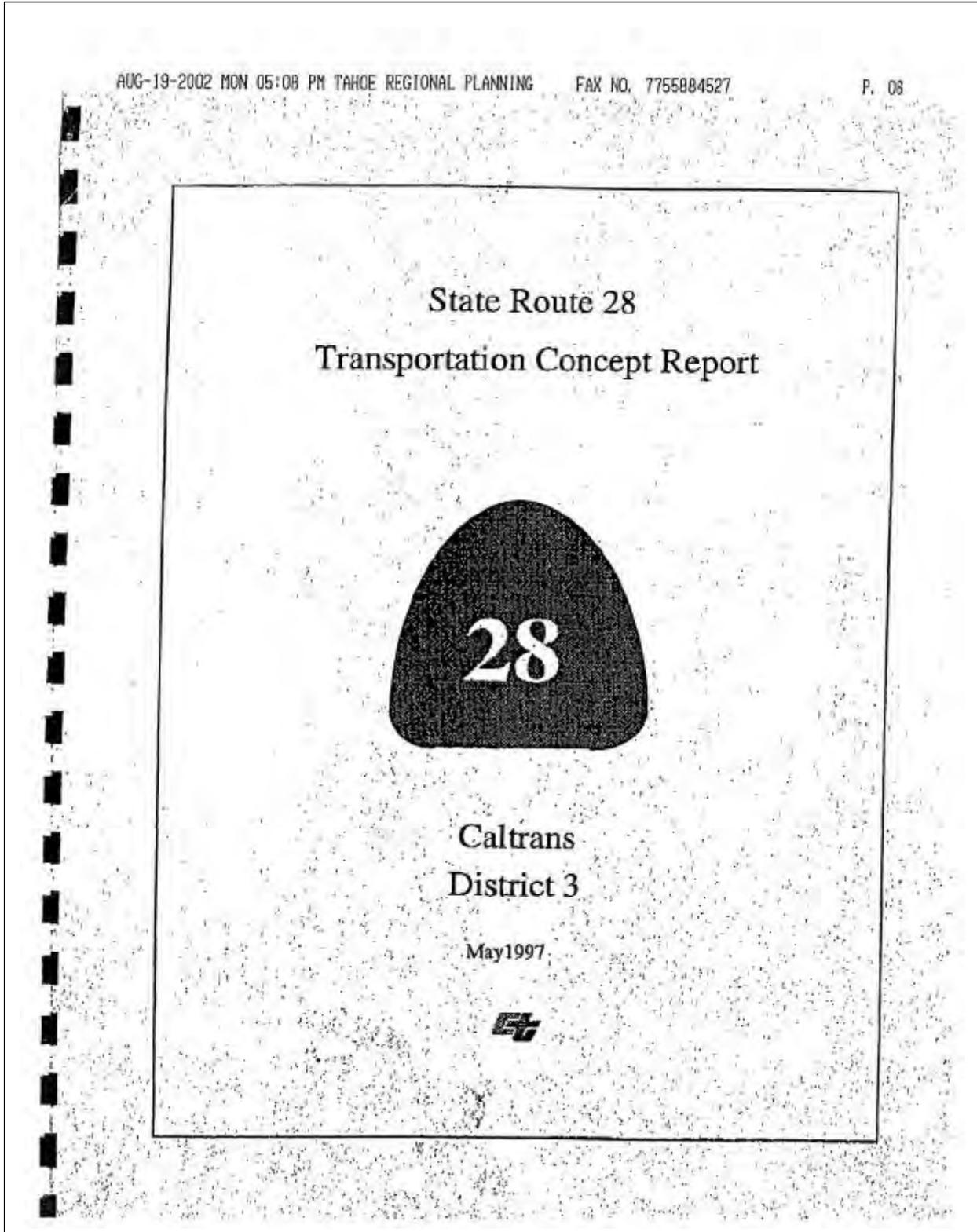
Sincerely yours,



Juan Palma
Executive Director

Enclosures:

- Attachment 1: Caltrans' State Route 28 Transportation Concept Report 5/97
- Attachment 2: Caltrans' State Route 267 Transportation Concept Report 3/01
- Attachment 3: Caltrans' State Route 89 Transportation Concept Report 8/01



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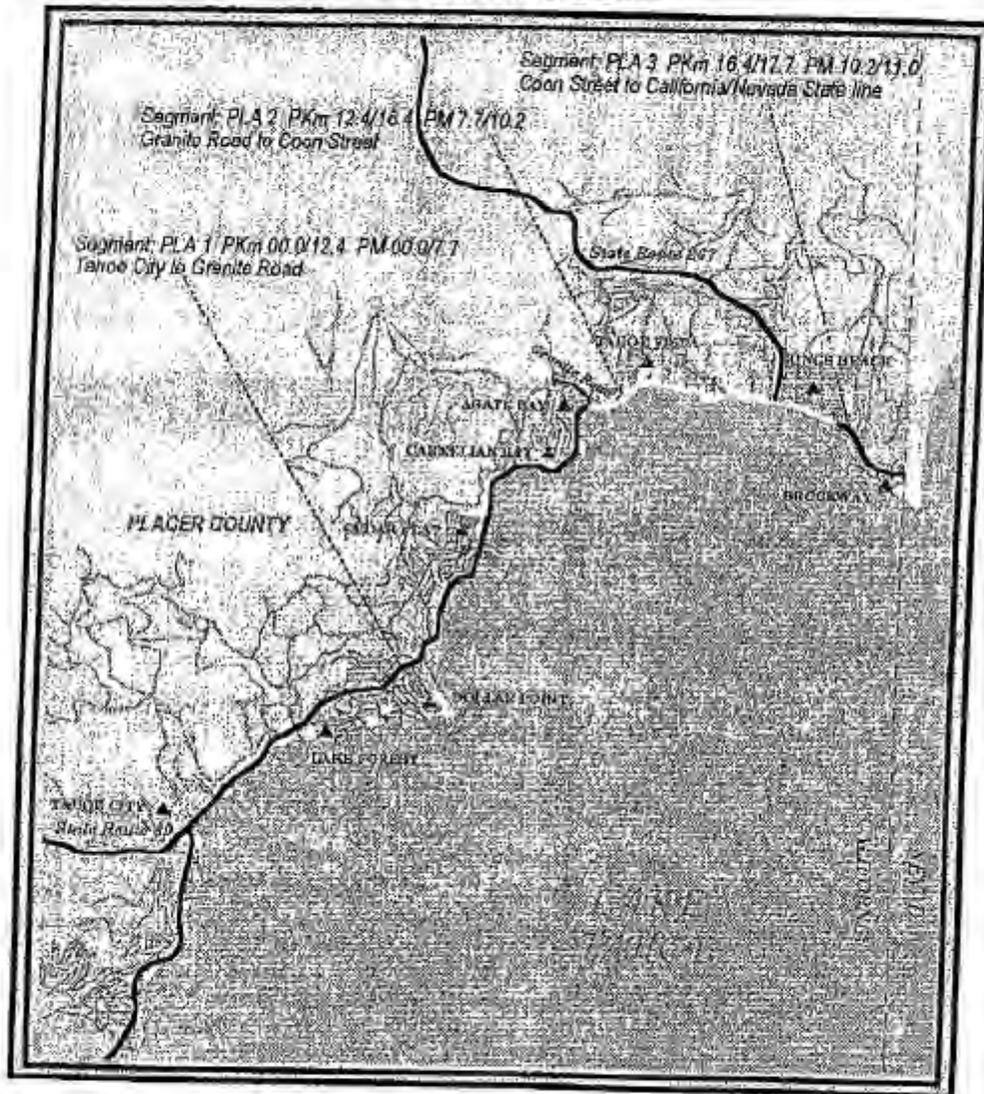
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STATE ROUTE 28

SEGMENT MAP



State Routes 89 & 267 Local Roads Lake Tahoe

STATE ROUTE 28 CONCEPT SUMMARY

ROUTE CONCEPT:

The transportation concept for the three segments of State Route 28 in District 3 is summarized in the table below:

**Table 1
Transportation Concept Summary Table**

Segment/ County	Post Km	Post Miles	Current LOS 1996	20-Year LOS W/O Improvements	Concept LOS 2016	Current Facility 1996	Concept Facility 2016	Ultimate Corridor 2016-2046
PLA-1	8.157/12.389	0.045/7.700	F	F	F	2C	2C	2C
PLA-2	12.389/15.472	7.700/10.200	D	C	F	4C	4C	4C
PLA-3	16.472/17.744	10.200/11.028	E	F	F	2C	2C	2C

CONCEPT RATIONALE:

State Route (SR) 28 extends 11.0 miles from Route 89 at Tahoe City to Kings Beach, where it intersects Route 267, and to the California/Nevada border. SR 28 is a two to four lane conventional highway serving recreational traffic along the North Shore of Lake Tahoe. There are 3 segments on SR 28. Segments 1 and 3 are two lanes of conventional highway while segment 2 is a four-lane conventional highway (4.3 kilometers). State Route 28 is on the Federal Aid Primary System.

Members of the community requested the Placer County Planning Department to study the possibility of reducing the number of lanes on Segment 2 (Kings Beach) from four to three lanes. This reduction in lanes would provide a continuous left turn lane in the median.

The State Department of Transportation (Caltrans) conducted a traffic analysis in December 1996. This analysis determined this proposed reduction in lanes would result in increased delays, longer queues, additional fuel consumption, and reduced quality on State Route 28/267 signalized intersection's level of service.

The Tahoe Regional Planning Agency (TRPA) is the responsible regional transportation planning agency within the Tahoe Basin for transportation issues and takes the lead role in identifying transportation strategies and projects. Due to the environmentally sensitive area in the Tahoe Basin, air quality, land coverage and water quality impacts are carefully evaluated for each project. Adverse effects of soil erosion make projects with earthwork particularly sensitive. In addition, in order to preserve the unique character of the Basin, typically, TRPA does not pursue additional roadway capacity. As a result, with the exception of some intersection improvements, there are few highway construction projects within the Tahoe Basin. Since Caltrans is not the responsible agency for programming capacity improving projects in the Basin, we cannot guarantee that the overall facility will operate at any level of service better than LOS F. Therefore, our concept for SR 28 will remain LOS F.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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STATE ROUTE 28 SEGMENT FACT SHEET

SEGMENT: PLA 1

JCT. RT. 89/TAHOE CITY TO GRANITE ROAD

PKM Start: 0.127 PKM End: 12.268
 Ahead PM 0.980 Back PM 7.700
 Distance/Width: 12.268 Miles 1.014

Transportation Concept

Present Facility: 2 lane conventional

Desired Facility: 2 lane conventional

Estimate Facility: 2 lane conventional

Levels of Service

Present LOS: F

20-Year LOS: E

20-Year Concept LOS: F

Local/Regional LOS Standards

CIP LOS Standard: E

Placer County Transportation Planning Agency

Gen. Plan Standard: D

North Lake Tahoe General Plan: 4030

Route Concept Improvements

Minor safety and operational improvements to reduce accidents and provide the highest levels of service on the existing facility.

Encourage greater public transit use.

Support local plans for Transportation System Management (TSM) strategies such as shuttle services and transit incentives.

Classification and System Designations

Functional Classification: Minor Arterial

System Designation:

<input type="checkbox"/> RAS	<input type="checkbox"/> Freeway	<input type="checkbox"/> STRANET
<input type="checkbox"/> IRRS	<input type="checkbox"/> Expressway	<input type="checkbox"/> Regionally Significant
<input type="checkbox"/> NMT/Transit Network	<input type="checkbox"/> Local	<input type="checkbox"/> Terminal Access Str.



Description - Rationale - General Comments

The first segment of State Route 28 is a two-lane conventional highway from State Route 89 at Tahoe City to Granite Road. State Route 28 is largely urbanized and supports a variety of uses. These uses include services, tourist commercial, residential (both year-round and seasonal occupancy) and marine facilities oriented to Lake Tahoe.

Currently operating at a LOS F during peak periods, this segment carries 16,400 AADT. By 2016, AADT is expected to increase to 23,300 with extended periods of LOS F.

Pedestrian facilities are few and of varying quality. On-street parking often encroaches on the walkways adjacent to the businesses along this route forcing pedestrians to walk on the roadway.

*NO PROJECTS NOTED IN PROGRAMMING DOCUMENTS

PROJECT PROGRAMMING

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

AUG-19-2002 MON 05:11 PM TAHOE REGIONAL PLANNING

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<p>LOCAL PLANNING JURISDICTIONS</p> <p>TRPA/ MPO: Tahoe Regional Planning Agency (TRPA) Jim Baerig, Executive Director P.O. Box 1032 308 Davis Ct. #103 Zephyr Cove, NV 89449 (702) 588-4547</p> <p>EMA: Placer County Transportation Planning Agency 853 Lincoln Way, Suite 109 Auburn, CA 95603</p> <p>Air Quality Districts: Placer Co. APCD APCD, Richard Johnson Dwight Center, 11464 B Ave., Auburn, CA 95603 (916) 889-7130</p>	<p>Air Quality</p> <p>The following information is a brief overview only. For specific environmental information, contact the California District 3 Environmental Offices.</p> <p>Air Basin: Lake Tahoe, Mountain Co., & Sac Valley</p> <p>Air Quality Non-Attainment Designations:</p> <table border="1"> <tr> <td>CO: ATTAINMENT</td> <td>OZONE: NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE</td> <td>PM10: ATTAINMENT</td> <td>NON-ATTAINMENT FOR CALIF. 24 HRL STANDARD</td> </tr> </table>	CO: ATTAINMENT	OZONE: NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10: ATTAINMENT	NON-ATTAINMENT FOR CALIF. 24 HRL STANDARD						
CO: ATTAINMENT	OZONE: NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10: ATTAINMENT	NON-ATTAINMENT FOR CALIF. 24 HRL STANDARD								
<p>Land Use</p> <p>Segment 1 land use designation is primarily tourist, recreational and commercial.</p> <p>Most of the land use along this segment offers a wide variety of recreational activities in all seasons - skiing, boating, swimming, golfing, horseback riding, biking, fishing, and sight-seeing. A number of ski areas exist throughout the Lake Tahoe Basin and these sometime operate at capacity during peak periods. Summer time use of facilities in the Tahoe City area include boat launching and marina facility, and river rafting operations, including a designated use-only parking lot.</p> <p>In 1990, the population of the Tahoe City area was 1,634 persons and the population of Dollar Point was 1,449. According to the Tahoe Regional Planning Agency (TRPA), population forecasts for the Tahoe Region indicate an increase of 27.7 percent in residential population between the 1987 base year and the 2007 forecast year.</p> <p>The employment along this segment of the route is seasonally influenced. During the winter the major employers are the major ski resorts and in the hotels, motels, vacation properties, and restaurants that support the resorts. In the summer months, employment shifts to those businesses that support tourism, such as restaurants, bars, motels, and small specialty shops. Employment can also be found in the construction activity. TRPA forecasts a 14.5 percent in regional employment between the 1987 base year and the 2007 forecast for this area.</p> <p>The Tahoe City community had 1,860 housing units in 1990. Vacant or seasonal units comprised 1,168 (63%). Average household size was 2.4.</p>											
<p>Modal Options</p> <p>Public Transit: Tahoe Area Regional Transit (TART) system operates bus lines daily from Tahoe City to Incline. Hours of operation: 6:30 AM to 6:30 PM (every hour on the half hour). Tahoe City area bus lines. Ski shuttles carry approx. 343,000 passengers each year.</p> <p>Lake Laker: The Lake Laker operates 2 buses year round. Hours of operation: 6:00 AM to 5:00 PM (Monday-Thursday, Sunday) and from 6:00 AM to 10:30 PM (Friday/Saturday).</p> <p>Other: The ski resorts offer shuttle service during the ski season with transfers at TART stops. The Tahoe Queen Ferry shuttles passengers between the South Shore and</p>											
<p>Planning Documents-Special Studies & Reports</p> <table border="1"> <tr> <td>North Lake Tahoe Redevelopment Plan - Final Environmental Impact Report, May 1995</td> <td>1995 California State Highway Log</td> </tr> <tr> <td>North Tahoe Community Plan, April 1995</td> <td>1995 Traffic Volumes on California State Highways</td> </tr> <tr> <td>TRPA's Regional Transportation Plan- Air Quality Plan - Lake Tahoe Region (reaffirmed December 1994)</td> <td></td> </tr> <tr> <td>Tahoe City Community Plan, Feb. 1994</td> <td></td> </tr> <tr> <td>1997 Regional Transportation Plan - Air Quality - Draft</td> <td></td> </tr> </table>		North Lake Tahoe Redevelopment Plan - Final Environmental Impact Report, May 1995	1995 California State Highway Log	North Tahoe Community Plan, April 1995	1995 Traffic Volumes on California State Highways	TRPA's Regional Transportation Plan- Air Quality Plan - Lake Tahoe Region (reaffirmed December 1994)		Tahoe City Community Plan, Feb. 1994		1997 Regional Transportation Plan - Air Quality - Draft	
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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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Traffic Analysis and Highway Information

Traffic Forecasts					
Year	AAET	Peak Hourly Values	VC Ratio	LOS	Traffic Analysis Comments
1996	18,400	2,000	0.92	F	
2006	19,800	2,420	1.12	F	
2016	23,300	2,840	1.31	F	

% Traffic Growth/Yr	2%	Land Use	RECOMMENDED	Peak Period Dir Split	55%
Terrain	MOUNTAINOUS	Future 20-Year Land Use	RECOMMENDED	Peak Period Truck %	2%
Total Accident Rate vs Statewide Avg.	142%	Fatalities + Injuries Acc Rate vs Statewide Avg	85%	Daily Truck %	3%

Available Right of Way Information	
Average Median Width: 3.02 Meters	Motor Average Shoulder Width: 1.22 Meters
Average Lane Width: 2.65 Meters	LANES: 2
RW Comments General:	
There is insufficient data available for detailed right of way needs at this time.	

STATE ROUTE 28 SEGMENT FACT SHEET

SEGMENT: PLA 2 GRANITE ROAD TO COON STREET		PKM Ahead: 13.168	PKM Back: 14.412
		AVOID PKM: 7.700	BACK PKM: 10.200
		Distance: 6.712 Kilometers	Miles: 4.170
IMPROVEMENT CONCEPT			
Present Facility	4 lane conventional	Route Concept Improvements Minor safety and operational improvements to reduce accidents and provide the highest levels of service on the existing facility. Encourage greater public transit use. Support local plans for Transportation System Management (TSM) strategies such as shuttle services and transit incentives.	
Concept Facility	4 lane conventional		
Ultimate Facility	4 lane conventional		
Levels of Service			
Present LOS	B		
20-Year LOS No Build	C		
20-Year Concept LOS Improvement	F		
Local/Regional LOS Standards			
State LOS Standard	E		
Placer County Transportation Planning Agency			
Gen. Plan Standard	D		
North Lake Tahoe General Plan, 1999			
		Classification and System Designations Functional Classification: Minor Arterial System Designation:	
		<input type="checkbox"/> MIX <input checked="" type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT <input type="checkbox"/> TRANSIT	
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Description - Rationale - General Comments			
This segment of State Route 28 is a 4.3 kilometers (2.6 miles) four lane conventional highway from Granite Road to Coon Street.			
Members of the community requested the Placer County Planning Department to study the possibility of reducing the number of lanes on this segment (Kings Beach) from four to three lanes. This reduction in lanes would provide a continuous left-turn lane in the median. Caltrans conducted a traffic analysis in December 1996. This analysis determined that this proposed reduction in lanes would result in increased delays, longer queues, additional fuel consumption and reduced quality on the State Route 28/267 signalized intersection level of service.			
Currently operating at a LOS B during peak periods, this segment carries 18,100 AADT. By 2016, traffic is expected to increase to 24,400 ADOT with LOS C.			
PROJECT PROGRAMMING			
NO PROJECTS NOTED IN PROGRAMMING DOCUMENTS			



3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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<p>LOCAL PLANNING JURISDICTIONS</p> <p>TRPA/ MPO: Tahoe Regional Planning Agency (TRPA) Jini Baalge, Executive Director P.O. Box 1038 • 308 Doris Ct. #103 Zephyr Cove, NV 89448 (702) 588-4547</p> <p>SRA: Placer County Transportation Planning Agency 853 Lincoln Way, Suite 109 Auburn, CA 95603</p> <p>Air Quality District: Placer Co. APCD APCD, Richard Johnson Dewitt Center, 11484 B Ave., Auburn, CA 95603 (916) 809-7130</p>	<p align="center">Air Quality</p> <p>The following information is a brief overview only. For specific environmental information, contact the California District 3 Environmental Offices.</p> <p>Air Basin: <u>Lake Tahoe, Mountain Cos. & Sac Valley</u></p> <p>Air Quality Non-Attainment Designations:</p> <table border="1"> <tr> <td>CO ATTAINMENT</td> <td>OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE</td> <td>PM10 ATTAINMENT (NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD)</td> </tr> </table>	CO ATTAINMENT	OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10 ATTAINMENT (NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD)							
CO ATTAINMENT	OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10 ATTAINMENT (NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD)									
<p align="center">Land Use</p> <p>Land use in Segment 2 is predominantly tourist/recreational and commercial. There is a large number of motels, restaurants, and tourist related retail shops. In addition, there is also a wide variety of recreational activities occurring in all seasons, i.e., skiing, boating, swimming, golfing, horseback riding, biking, fishing, and sight-seeing. Tahoe Vista as well as Kings Beach contain recreational facilities such as public beaches, recreation concessions, a marina, and various water sports. Kings Beach has a public golf course.</p> <p>According to the North Lake Tahoe Community Plan (1995), the population of the Tahoe Vista and Kings Beach communities was 2,796 and 1,144 persons respectively.</p> <p>The employment along this route is seasonally influenced. During the winter the major employers are the major ski resorts and in the hotels, motels, vacation properties, and restaurants that support the resorts. In the summer months, employment shifts to those businesses that support tourism, such as restaurants, bars, motels, and small specialty shops. Employment can also be found in the construction activity.</p> <p>The Kings Beach community had 2,155 housing units, of which 1,062 (49%) were considered vacant or seasonal. Average household size was 2.55. Most of the housing is older and in fair condition. Some show signs of deterioration and in need of repair.</p>											
<p align="center">Modal Options</p> <p>Public Transit Tahoe Area Regional Transit (TART) system operates bus lines daily from Tahoe City to Incline. Hours of operation: 6:30 AM to 6:30 PM (every hour on the half hour).</p> <p>Lake Lopper The Lake Lopper operates 2 buses year round. Hours of operation: 8:00 AM to 5:00 PM (Monday-Thursday, Sunday) and from 6:00 AM to 10:30 PM (Friday/Saturday).</p> <p>Other The ski resorts offer shuttle service during the ski season with transfers at TART stops. The Tahoe Queen Ferry shuttles passengers between the South Shore and Tahoe City area bus lines. Ski shuttles carry approx. 343,000 passengers each year.</p>											
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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

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Traffic Analysis and Highway Information

Traffic Forecasts					
Year	ADMT	Peak Hour Volume	V/C Ratio	LOS	Traffic Analysis Comments
1998	18,100	2,050	0.34	B	The program used for the analysis was 'Holist', a network analysis software sponsored by FHWA. Results of this traffic analysis are solely based on the operational characteristics of the alternative, signalized intersections, factors varied by pedestrians, driveways, driver behavior, etc.
2004	21,300	2,410	0.38	B	
2016	24,400	2,800	0.43	C	

% Traffic Growth/Yr	2%	Land Use	RECOMMEND	Peak Period Dir Split	32%
Terrain	LEVEL	Future 20-Year Land Use	RECOMMEND	Peak Period Truck %	2%
Total Accident Rate vs Statewide Avg.	100%	Fatalities + Injuries Acc Rate vs Statewide Avg	21%	Daily Truck %	3%

Available Right of Way Information	
Average Median Width: 0.00 Meters	Average Shoulder Widths: 1.22 Meters
Average Lane Widths: 3.55 Meters	LANES 4
RW Comments - General:	
There is insufficient data available for detailed right of way needs at this time.	

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P. 18

<p>LOCAL PLANNING JURISDICTIONS</p> <p>TRPA: Tahoe Regional Planning Agency (TRPA) Jim Bantje, Executive Director P.O. Box 1000 - 308 Doris Ct. #100 Zephyr Cove, NV 89449 (702) 588-4547</p> <p>CMA: Placer County Transportation Planning Agency 853 Lincoln Way, Suite 109 Auburn, CA 95603</p> <p>Air Quality District: Placer Co. APCD APCD, Richard Johnson Dewitt Corbett, 11454 II Ave., Auburn, CA 95603 (916) 885-7100</p>		<p>Air Quality</p> <p>The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Office.</p> <p>Air Basin: Lake Tahoe, Mountain Coa, & Sac Valley</p> <p>Air Quality Non-Attainment Designations:</p> <table border="1"> <tr> <td>CO ATTAINMENT</td> <td>OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE</td> <td>PM10 ATTAINMENT</td> <td>PM10 NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD</td> </tr> </table>		CO ATTAINMENT	OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10 ATTAINMENT	PM10 NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD
CO ATTAINMENT	OZONE NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE	PM10 ATTAINMENT	PM10 NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD				
<p>Land Use</p> <p>Land use along Segment 3 is designated as commercial/public service. There is a mixed residential area of condominiums and single family residences near the communities of Kings Beach and Brockway. The segment also continues to be tourist related with a wide variety of recreational activities. In addition, land use contains four operating casinos and accessory hotel/motels. This area contains the only hot springs in the basin.</p> <p>The employment along this route is predominantly hotels, motels, vacations properties and restaurant related. Employment can also be found in the construction activity.</p>							
<p>Modal Options</p> <p>Public Transit Tahoe Area Regional Transit (TART) system operates bus lines daily from Tahoe City to Incline. Hours of operation: 6:30 AM to 6:30 PM (every hour on the half hour).</p> <p>Lake Lapsee The Lake Lapsee operates 2 buses/year round. Hours of operation: 6:00 AM to 5:00 PM (Monday-Thursday, Sunday) and from 6:00 AM to 10:30 PM (Friday/Saturday).</p> <p>Other The ski resorts offer shuttle service during the ski season with transfers at TART stops. The Tahoe Queen Ferry shuttles passengers between the South Shore and Tahoe City area bus lines. Ski shuttles carry approx. 343,000 passengers each year.</p>							
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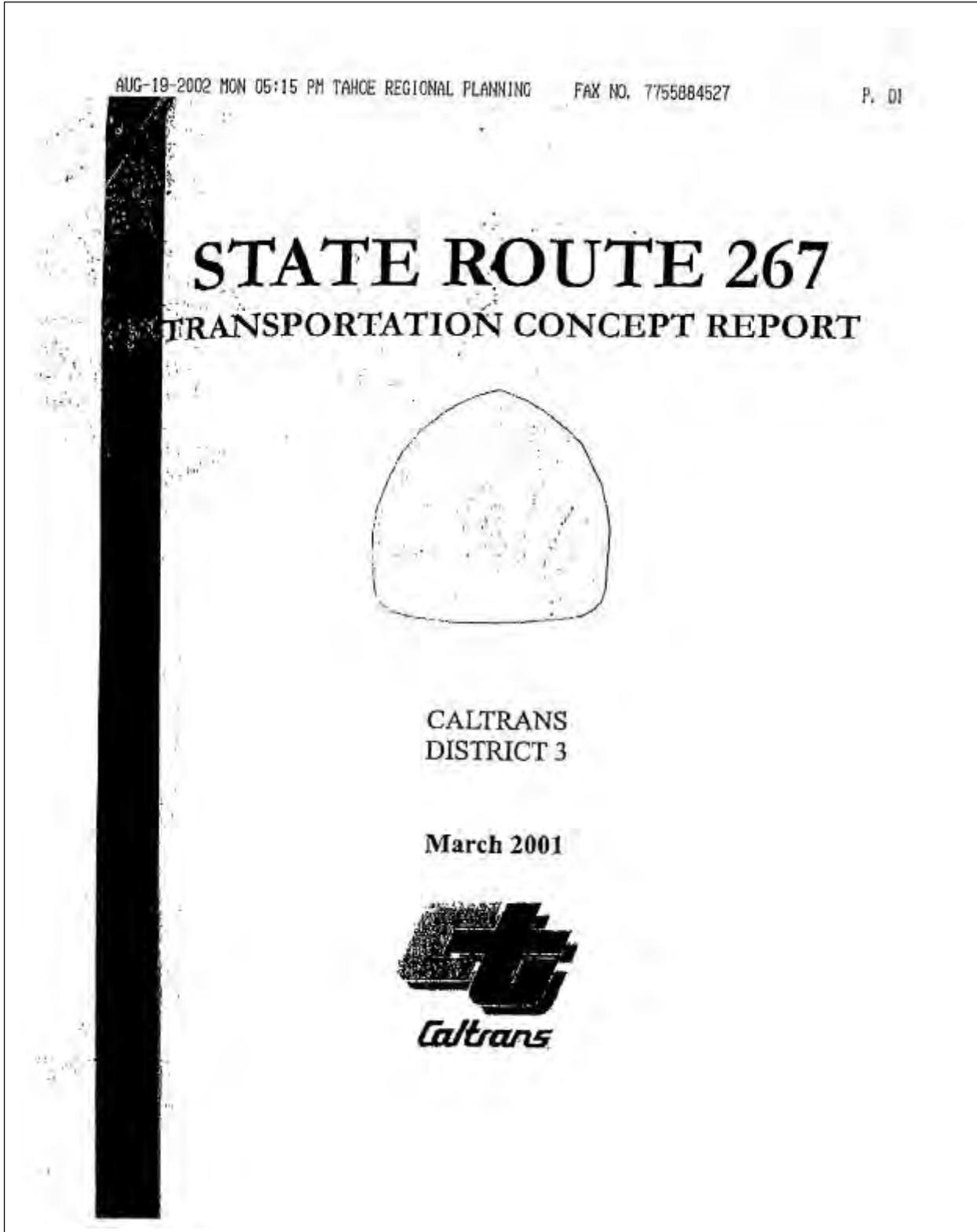
3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

Traffic Analysis and Highway Information

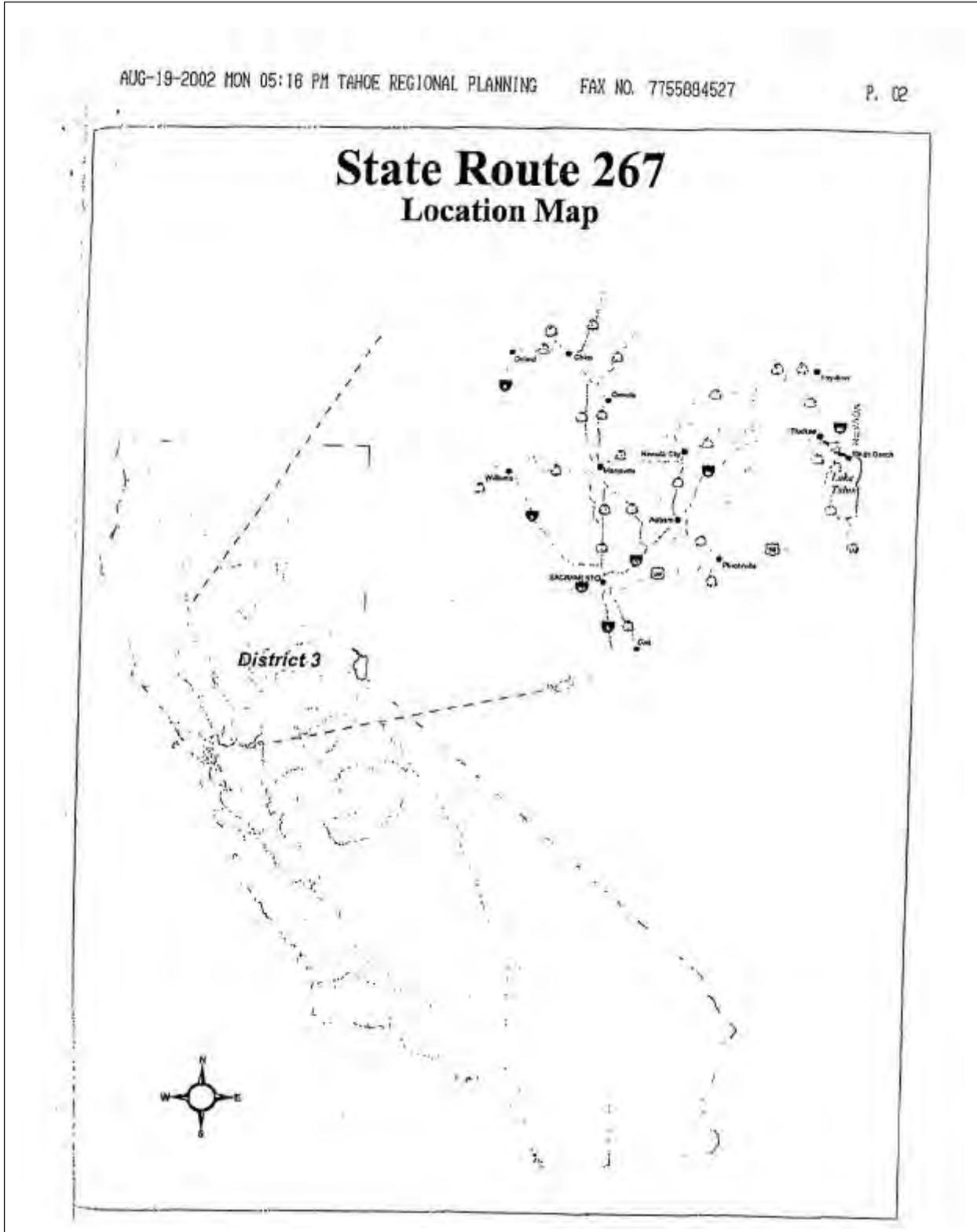
Traffic Forecasts					
Year	AADT	Peak Hourly Volume	V/C Ratio	LOS	Traffic Analysis Comments
1996	75,000	2,400	1.06	E	
2006	75,469	2,650	1.17	F	
2016	17,080	2,900	1.28	F	

% Traffic Growth/Yr	2%	Land Use	COMBINED	Peak Period Dir Split	52%
Terrain	MOUNTAINOUS	Future 20-Year Land Use	COMBINED	Peak Period Truck %	2%
Total Accident Rate vs Statewide Avg.	82%	Fatalities + Injuries Acc Rate vs Statewide Avg	82%	Daily Truck %	3%

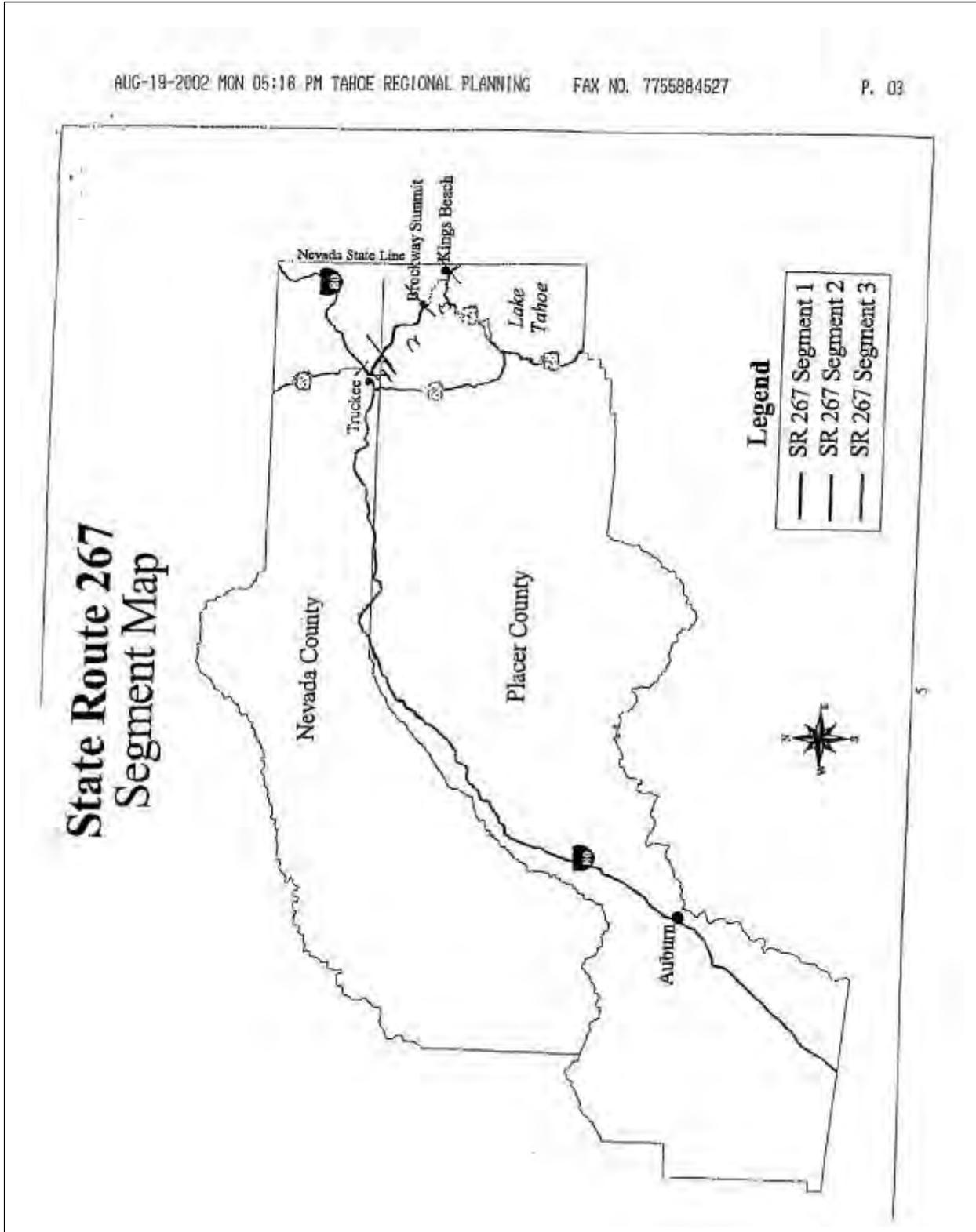
Available Right of Way Information	
Average Median Width: 0.00 Meters	Average Shoulder Width: 1.22 Meters
Average Lane Width: 1.55 Meters	LANES 2
RW Comments: General	
There is insufficient data available for detailed right of way needs at this time.	



3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR



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STATE ROUTE 267 SEGMENT FACT SHEET

SEGMENT: PLA 3
DROCKWAY SUMMIT TO STATE ROUTE 28

PERMITS: 18731 HIGHWAY: 16324 DRAWING: 3.022		Aerial PVI: 4371 SLOPE PVI: 9224 PVI: 3227
Present Facility: 2-lane conventional highway. Concept Facility: 2-lane conventional highway with 8-foot shoulders. Ultimate Facility: 2-lane conventional highway with 8-foot shoulders and a northbound truck climbing lane. Level of Service: Present LOS: E 20-Year LOS No Build: F 20-Year Concept LOS (Improved): E	<h4>Transportation Concept Improvements</h4> <p>In the near term, widen existing shoulders to 8 feet from Brockway Summit to Kings Beach.</p> <p>In the long term, widen existing shoulders to 8 feet and add a northbound truck climbing lane to Brockway Summit.</p>	
General Usage Environmental Impact Prog. for the Lake Tahoe Basin Placer County General Plan	LOS Scale Life Line	Functional Classification: 0 - Not NIS, 1a - Intersect, 2 - High Priority Basic, 3 & 4 - STRAIGHT, 5a - Other NIS, 6a - High Priority & STRAIGHT, 7a - NIS 0 - Not NIS, 1 - High Priority Basic, 2 - High Priority Basic, 3 - High Priority Basic, 4 - High Priority Basic, 5 - High Priority Basic, 6 - High Priority Basic, 7 - High Priority Basic, 8 - High Priority Basic, 9 - High Priority Basic, 10 - High Priority Basic, 11 - High Priority Basic, 12 - High Priority Basic, 13 - High Priority Basic, 14 - High Priority Basic, 15 - High Priority Basic, 16 - High Priority Basic, 17 - High Priority Basic, 18 - High Priority Basic, 19 - High Priority Basic, 20 - High Priority Basic, 21 - High Priority Basic, 22 - High Priority Basic, 23 - High Priority Basic, 24 - High Priority Basic, 25 - High Priority Basic, 26 - High Priority Basic, 27 - High Priority Basic, 28 - High Priority Basic, 29 - High Priority Basic, 30 - High Priority Basic, 31 - High Priority Basic, 32 - High Priority Basic, 33 - High Priority Basic, 34 - High Priority Basic, 35 - High Priority Basic, 36 - High Priority Basic, 37 - High Priority Basic, 38 - High Priority Basic, 39 - High Priority Basic, 40 - High Priority Basic, 41 - High Priority Basic, 42 - High Priority Basic, 43 - High Priority Basic, 44 - High Priority Basic, 45 - High Priority Basic, 46 - High Priority Basic, 47 - High Priority Basic, 48 - High Priority Basic, 49 - High Priority Basic, 50 - High Priority Basic, 51 - High Priority Basic, 52 - High Priority Basic, 53 - High Priority Basic, 54 - High Priority Basic, 55 - High Priority Basic, 56 - High Priority Basic, 57 - High Priority Basic, 58 - High Priority Basic, 59 - High Priority Basic, 60 - High Priority Basic, 61 - High Priority Basic, 62 - High Priority Basic, 63 - High Priority Basic, 64 - High Priority Basic, 65 - High Priority Basic, 66 - High Priority Basic, 67 - High Priority Basic, 68 - High Priority Basic, 69 - High Priority Basic, 70 - High Priority Basic, 71 - High Priority Basic, 72 - High Priority Basic, 73 - High Priority Basic, 74 - High Priority Basic, 75 - High Priority Basic, 76 - High Priority Basic, 77 - High Priority Basic, 78 - High Priority Basic, 79 - High Priority Basic, 80 - High Priority Basic, 81 - High Priority Basic, 82 - High Priority Basic, 83 - High Priority Basic, 84 - High Priority Basic, 85 - High Priority Basic, 86 - High Priority Basic, 87 - High Priority Basic, 88 - High Priority Basic, 89 - High Priority Basic, 90 - High Priority Basic, 91 - High Priority Basic, 92 - High Priority Basic, 93 - High Priority Basic, 94 - High Priority Basic, 95 - High Priority Basic, 96 - High Priority Basic, 97 - High Priority Basic, 98 - High Priority Basic, 99 - High Priority Basic, 100 - High Priority Basic
Description - Rationale - General Comments		
<p>Segment three traverses southeasterly on an undivided two-lane conventional highway 3.23 miles in length. The segment begins at Brockway Summit (El. 7,179 ft.) and descends 945 feet at a 6.79 % grade into the Tahoe Basin and ends at a three-way signalized intersection at State Route 28 in Kings Beach. The route provides access to commercial and residential land uses serving both regional and local traffic. This particular segment is primarily used for recreational access to and from the Tahoe Basin.</p> <p>The segment crosses over mountainous terrain containing numerous horizontal curves. The combination of a 6.79% grade and horizontal alignment impact capacity and service flow rates. The terrain not only affects operating capabilities of vehicles, but also restricts the opportunity to pass slow-moving vehicles. The steep sustained uphill grade causes vehicles, particularly trucks, buses, and recreational vehicles, to travel at slow speeds and the absence of passing lanes and inadequate shoulder width on the uphill grade creates long traffic platoons, reduces capacity, affects the level of service and increases delay.</p> <p>The route concept improvement on this segment consists of widening the shoulders to 8 feet from Brockway Summit to SR 28 near Kings Beach. During winter months heavy snow can be expected; therefore, the increased shoulder width would provide additional snow removal storage on the highway. In non-winter months, the additional shoulder width will provide emergency parking and allow slower moving vehicles temporary use of the shoulder to permit faster vehicles the opportunity to pass. This concept improvement would increase roadway safety, disperse traffic platoons and reduce delay. Although this segment is located inside the jurisdiction of the Tahoe Basin moratorium on highway construction, this type of project would not impede the Tahoe Basin moratorium on capacity improvements.</p> <p>The ultimate concept improvement is to construct a truck-climbing lane in the northbound direction of SR 267 over Brockway Summit. Support for this concept is referenced in the Regional Transportation Plan - Air Quality Plan for the Lake Tahoe Region (Reaffirmed Dec. 1994).</p> <p>Although left-turn pockets were constructed in 1999, further channelization and signalization improvements to the SR 267/28 intersection would provide capacity for peak period traffic demand and reduce operational conflicts among vehicles, pedestrians, and bicyclists. Support for this concept is referenced in the Environmental Improvement Program for the Lake Tahoe Region (February 1998), the Draft North Tahoe Community Plans (October 1994), and the Regional Transportation Plan - Air Quality Plan for the Lake Tahoe Region (Dec 1994). A "Minor A" project is proposed to modify the signalization.</p> <p>The strategic deployment of Intelligent Transportation System (ITS) technologies such as Road Weather Information Systems (RWIS), Traffic Monitoring Stations (TMS), and Changeable Message Signs (CMS) should be integrated and applied to better manage and control traffic operating conditions.</p> <p>Transportation projects are dictated by the environmental sensitivity of the Tahoe Basin and mandated by the Tahoe EIP (Environmental Improvement Program). Several projects within the Tahoe Basin are associated with the "Environmental Improvement Program" (EIP) which is a management practice to prevent or minimize water quality problems within the Tahoe Basin. These projects include such measures as erosion control, drainage improvements, mitigation plantings, seismic improvements, and the addition of drainage basins.</p>		

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**Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents**

2002 SHOPP Scenic road #40 Brockway auto/f improvement 98/99 SHOPP Griff Creek - Improved drainage (PM 8.9/9.8)

99/00 SHOPP Brockway Summit Plantings - Mitigation plantings (PM 6.6)

01/02 Brockway Summit -Add drainage basin (PM 6.7/8.7)

2002 SR 28/267 intersection improvements - Improve with turn lanes to aid traffic flow. (PM 9.89/9.94)

LOCAL PLANNING JURISDICTIONS

TRPA/ Tahoe Regional Planning Agency (TRPA)
MPO P.O. Box 1038
Zephyr Cove, NV 89448
(530) 265-3260

Air Northern Sierra Air Quality Management District
Quality P.O. Box 2500,
District Grass Valley, CA 95945
(530) 274-9360

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment OZONE: Non-Applicable for 1 hr standard/non-attainment for 8 hr standard PM10: Unclassified

Land Use

Land use is undeveloped at the beginning of this mountainous segment. As SR 267 descends into the Tahoe Basin in Kings Beach, the land use is primarily residential with some retail and tourist commercial. Recreation facilities include a golf course in the northwest quadrant of SR 267/28.

Modal Options

Northstar/Northern Shore Shuttle: The Northstar/Northern Shore Shuttle is operated by Northstar-At-Tahoe and provides service during the winter months of November through April. Service is provided between The Hyatt at Incline Village and Northstar-At-Tahoe. Service begins at The Hyatt at Incline Village at 8:00 AM and ends at Northstar-at-Tahoe at 8:40 AM with a return trip from 4:30 to 5:10 PM.
ATM (Area Transit Management): ATM operates two busing routes on SR 267, they include: the Kings Beach Route and the Truckee-Frolley Route. The Kings Beach Route operates November through April making ten runs per day, seven days a week between The Tahoe Sands Resort and Northstar-At-Tahoe from 7:00 AM to 5:30 PM. The Truckee Trolley operates November through April making ten routes per day, seven days a week between The Truckee Depot and Northstar-At-Tahoe from 7:00 AM to 5:30 PM. The Truckee Trolley also operates a service April through November making seven runs per day Monday through Saturday between the Truckee-Tahoe Airport and West End Donner Lake from 9:15 AM to 5:15 PM.

Bicycle: A Class II Bikeway (Bike Lane) will be constructed along SR 267 from Kings Beach to Brockway Summit. (*Environmental Improvement Program for the Lake Tahoe Region, February 1998, Air Quality - p. 11*) The implementation date of this project is scheduled for 2007. Because of the steep grade, bicycle speeds can approach those of motor vehicles; therefore, additional treated shoulder width should be provided in the design to provide increased sight distance and maneuverability with additional support from pavement markings and signs depicting "Bike Lane", "Share The Road", "Park Off Pavement" and "No Parking." All bikeway planning and design should be coordinated with local and regional agencies.

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Highway Log Right of Way Information

Average Median Width: 8.00 Meters Average Lane Width: 3.66 Meters Average Shoulder Width: 1.22 Meters No. Lanes: 2

Traffic Analysis and Highway Information

Year	AADT	Peak Hourly Volume	V/C Ratio	LOS	Traffic Analysis Comments
2000	9,900	950	0.60	E	
2010	13,400	1,300	0.81	E	
2020	16,900	1,600	1.02	F	

Terrain: Mountain Land Use: Timberland & Urban Future 20-Year Land Use: Timberland & Urban

% Traffic Growth/Yr: <u>3.8%</u>	Daily Truck %: <u>4%</u>	Total Accident Rate vs Statewide Average: <u>104%</u>
Peak Period Dir Split: <u>52%</u>	Peak Period Truck %: <u>1%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg: <u>74%</u>

Future Right of Way Needs

Near term right of way widths should be obtained or reserved in order to widen the existing 4-foot shoulders to 8 feet. Long term right of way widths should be obtained or reserved in order to construct a northbound truck climbing lane and 8-foot treated shoulders on north and southbound sides. Additional shoulder width may be necessary to accommodate parking and bike lanes.

References

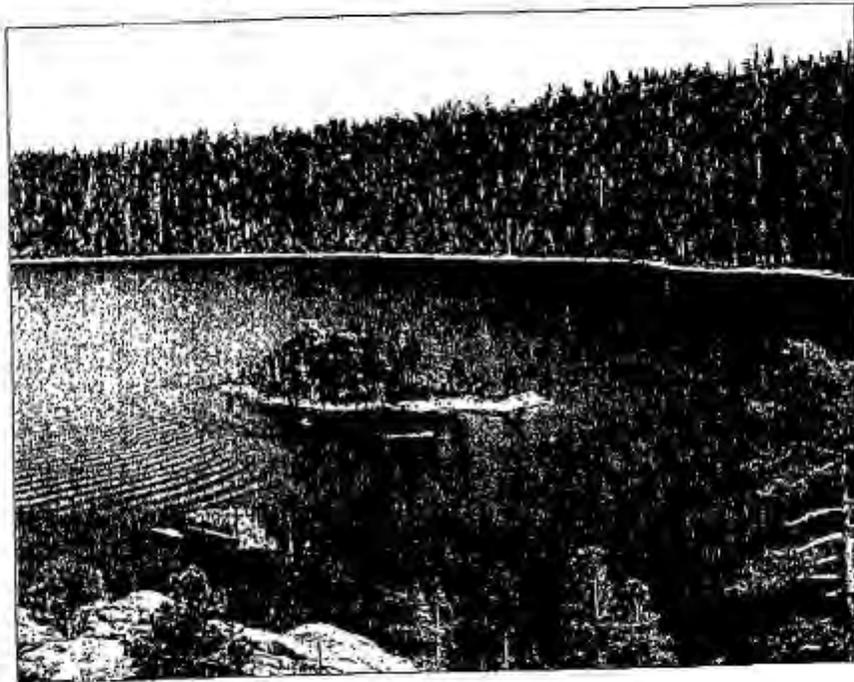
Route Concept and Development Report State Route 267, Caltrans April 1987
 Draft North Tahoe Community Plans, Tahoe Regional Planning Agency, October 1994
 Environmental Improvement Program for the Lake Tahoe Region, Tahoe Regional Planning Agency, February 1998
 1997 California State Highway Log District 3, Caltrans
 Statutes Relating to the California Department of Transportation, Caltrans, 1996
 State Highway Inventory, Caltrans, June 1999
 Placer County General Plan, Placer County, August 1994
 Placer County Regional Transportation Plan, Placer County, January 1994
 Draft Lake Tahoe Basin Environmental Improvement Program Master Plan, Brown & Caldwell, May 23, 2000

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STATE ROUTE 89 Transportation Concept Report



District 3



August 2001

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District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	13.776	Route:	89	PM Ahead	8.560
PKm Back	34.873	Segment Number:	5	PM Back	21.669
Distance (km):	21.097	County:	Placer (Tahoe Region)	Distance (mi):	13.109

FROM SR 89/28 INTERSECTION IN TAHOE CITY TO PLA/NEV COUNTY LINE

Concept Summary

Present Facility:

2C

Concept Facility:

2C

Ultimate Facility:

2C

Level of Service (LOS)

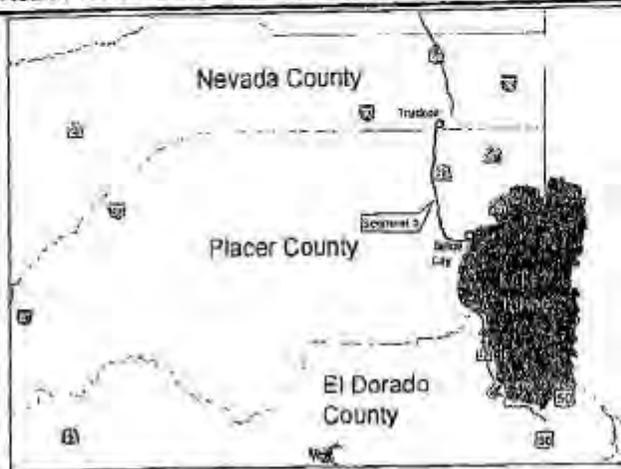
Present LOS: E

20 yr. LOS - No Build: F

20 yr. Concept LOS: F

General Plan LOS Standard: E

General Plan Year: 06



Transportation Concept Improvements

- Support the need to increase manual traffic control at the Alpine Meadows Road that intersects SR 89
- Signalize the West River Intersection in Truckee.
- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening for the allowance of a bike path, as appropriate.
- Integrate ITS elements into an interconnected transportation system.

Description - Rationale - General Comments

Segment 5 is a two-lane conventional highway that extends northward from Tahoe City to a half mile south of Interstate 80 near Truckee. This segment runs through Tahoe City and serves Alpine Meadows and Squaw Valley ski resorts.

A proposed General Plan Amendment, Rezoning, and Conditional Use Permit for Placer County is underway in order to develop a park on 35 acres of land to be purchased from the USFS; and, the Village at Squaw Valley USA is a proposed development that is divided into two major components, the Village and the replacement day skier parking facilities. (refer to land use section for a more detailed description)

The cumulative impacts of the two projects described above require mitigation measures that include signalization at the West River intersection in Truckee and an increase in the hours of

County-Route-Segment: PLA-89-5

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manual traffic control during weekend peak periods at the Alpine Meadows Road intersection.

Land Use

The land use along this segment is recreational with two of the larger ski resorts, Squaw Valley and Alpine Meadows with their related facilities, located on this segment. During the summer the Truckee River is popular for rafting.

A proposed General Plan Amendment, Rezoning, and Conditional Use Permit for Placer County is underway in order to develop a park on 35 acres of land to be purchased from the USFS. The park will include a tot lot, grass play area, picnic area, wetlands overlook, trail staging area and trail connection to the Western States Trail, paved bicycle trail, and a gravel driveway and parking lot. This project is to be located at the SW corner of the intersection of Squaw Valley Road and SR 89.

The Village at Squaw Valley USA is a proposed development that is divided into two major components, the Village and the replacement day skier parking facilities. The Village is comprised of 640 residential units and 85 retail/restaurant establishments placed in a pedestrian environment. Supporting services for both the residential and commercial space include 1000 underground parking spaces below the Village, improved pedestrian and vehicular circulation, servicing depots, and common areas. The replacement parking facility is comprised of two multi-story parking structures totaling 1300 spaces. The project is located at Olympic Valley.

Modal Options

Tahoe Area Regional Transit (TART) bus service is operated by the County of Placer, Department of Public Works with contributions from the Regional Transportation Commission of Washoe County and Town of Truckee. Buses run seven days a week, year round, beginning at 6:10 a.m. until 6:23 p.m. TART operates along North Lake Tahoe shoreline and includes a shuttle between Tahoe and Truckee via Highway 89 several times daily.

Truckee Intermodal Transportation Center serves as the AMTRAK station and makes connections to local transit and Greyhound. AMTRAK provides a route, the California Zephyr, that extends from Oakland/Emeryville to Chicago and vice versa passing through Truckee. The service operates on a daily basis with a train traveling east and one traveling west.

Construction of a Class I bicycle trail will link Alpine Meadows to Squaw Valley. The bikeway north of Squaw Valley to Truckee is a Class II running along the shoulder of SR 89. This bikeway is intended to be part of the bike trail that will eventually loop around Lake Tahoe.

Future Right of Way

None

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Functional Classification Information	Highway Log Right of Way Information
Functional Classification: Minor Arterial	<i>Units: Meters</i> Avg. Median Width: 0 Avg. Lane Width: 3.7 Avg. Shoulder Width: 2.4 Number of Lanes: 2 General Comments: none
NHS: Non NHS	
Freeway/Expressway: Non Freeway/Expressway	
National Truck System: Terminal Access Route	
Scenic Route: Officially Designated	
Lifeline Route: Non Life Line	
IRRS: IRRS	

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

Projects Programmed (RTIP/ STIP/SHOPP)

2002 SHOPP (10 Yr.)

Masier PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006 (on ED portion construction date to be 2006), PM 0.0 to PM 21.3. Project to be from ED Co line to NEV Co line.

2000 SHOPP

Rehabilitation work from PM 0.0 - PM 21.70, construction date Spring 2006

Traffic Analysis

Year	AADT	PKHrVol	V/C Ratio	LOS	Comments
2000	16700	1550	0.67	E	
2010	21400	1950	0.85	E	
2020	26050	2400	1.04	F	

Traffic Data

Peak Period Direct Split: 65%
 % Traffic Growth Per Year: 5%

Land-Use Data

Land Use Zone: Recreational
 Terrain: Rolling
 Future-20yr Land Use: Recreational

Accident Data

Total Accident Rate: 90%
Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatal Injury Rate: 73%
Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	5.00%	849
3 Axle	16.2%	105
4 Axle	1.2%	8
5 Axle	13.7%	89

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volume
All Types	3.00%	47
3 Axle	16.2%	8
4 Axle	1.2%	1
5 Axle	13.7%	6

* Does not include 2-axle trucks

County-Route-Segment: PLA-89-5

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Local Planning Jurisdictions

Air Quality: Placer County APCD (DeWitt Center)
District: 11464 'B' Ave.
Auburn, CA 95603-2603
(530) 688-7130

RTPA/ Tahoe Regional Planning Agency
MPO: 308 Darla Ct., Suite 103
Zephyr Cove, NV 89440-9702
(775) 688-4547

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe

Federal Air Quality Non-Attainment Designations:

CO: Attainment-Maintenance (CO Protocol Applies) **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

County-Route-Segment: PLA-89-5

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LETTER J: JUAN PALMA, TAHOE REGIONAL PLANNING AGENCY

Response J-1 The commentor is referred to Master Response 3.4.6 (Consideration of Impacts to the Tahoe Basin).

Response J-2 The commentor is referred to Master Response 3.4.6 (Consideration of Impacts to the Tahoe Basin).

Response J-3 The environmental impact analysis provided in the Draft EIR does evaluate the project's effect on existing environmental conditions (at release of the Notice of Preparation) under environmental issue areas such as land use, hazards, hydrology and water quality and biological resources. However, the focus of the impact analysis of environmental issues associated with traffic, air quality and noise was at buildout of the Plan area, which was assumed in the Draft EIR to occur by the year 2021.

Response J-4 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis). In addition, it is not possible to specifically respond to the comment indicating the DEIR does not have accurate information regarding existing conditions, because the specific data the commentor suggests is inaccurate is not specified. The project does apply the TRPA's LOS thresholds within the Tahoe Region as indicated on Draft EIR pages 4.4-26, 4.4-27 and 4.4-57.

Response J-5 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis).

Response J-6 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis). The LOS analysis of SR 28 only included the segments immediately east and west of SR 267, which are both four-lane facilities. Therefore, the existing LOS is reported to be better than the LOS reported in the SR 28 Concept report, which reports the worst LOS of a much larger segment (which include two-lane segments). The SR 89 segment analyzed in the EIR is located north of I-80, not south of I-80, for which the commentor provided the transportation concept report. Again, the segment analyzed in the Transportation Concept Report is longer than the segment analyzed in the EIR. More importantly, however, is that different LOS methodologies were used to analyze LOS, resulting in different LOS. The commentor is also referred to Response to Comment E-1.

As a large portion of the data used in the existing conditions analysis came directly from Caltrans count data, the counts data used in the analysis and the count data used in the existing conditions analysis in the Transportation Concept reports are very similar.

The 2021 traffic volumes are forecasted using a traffic model that generates traffic volumes based upon the build-out of the County's and Town of Truckee's undeveloped land uses. When there is a model available, it is much more accurate to base future traffic volumes on land use quantity forecasts projected and developed for the County than it is to base it on historical growth rates, as these growth rates will change over time and do not represent the development capacity of the region. It is general Caltrans practice to estimate future traffic

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

volumes using the straight-line method, which has resulted in traffic-volume forecasts that are higher than estimated by the model used in the EIR.

Response J-7 The commentor is referred to Master Response 3.4.10 (Adequacy of the Traffic Analysis), 3.4.6 (Consideration of Impacts to the Tahoe Basin) and Response to Comment J-4.

Response J-8 The only intersection within the Tahoe Basin analyzed was the SR 28/SR 267 intersection. The TRPA LOS thresholds were applied to this intersection. The commentor is referred to Master Response 3.4.6 (Consideration of Impacts to the Tahoe Basin).

Response J-9 The Draft EIR concludes that the plan would result in significant impacts to the SR 28/SR 267 intersection and not have a significant impact on parking in the area as adequate parking is required at the individual development project level. In addition, the plan implements many policies that would improve pedestrian and bicycle facilities in the area. The commentor is referred to Master Response 3.4.6 (Consideration of Impacts to the Tahoe Basin).

Response J-10 Mitigation for traffic impacts to the intersection of SR 28/SR 267 are specifically noted on Draft EIR pages 4.4-51 through -57. The commentor is referred to Master Response 3.4.6 (Consideration of Impacts to the Tahoe Basin).

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08/16/02 FRI 09:58 FAX 530 266 1234

NRV CO BD SUPY.

0002

Letter K



County of Nevada Fish & Wildlife Commission



August 14, 2002

Commissioners

Mark Thomas
Chair, District I
530/268-6068

Peter Arnold
District II
530/268-2202

Les Sandiford
District III
530/273-8806

John Enright
District IV
530/432-2286

Ray Butler
District V
530/597-6680

Susan Murphy,
D.V.M.
Member at Large
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Craig Ferrari
Member at Large
530/268-1661

Bruce Ajari
Member at Large
530/387-8152

Bill Drown
Member at Large
530/268-9915

Paul Boeh
Agricultural
Commissioner
Ex-Officio Advisor
530/273-2648

Mr. Fred Yeager, Planning Director
175 Fulweiler Avenue
Auburn, California 95603

Dear Mr. Yeager:

We are pleased to submit our comments on the Draft EIR for the Martis Valley Community Plan. Our comments are focused on the Biological Resources element found at Section 4.9. Please be so kind as to add us to your notification list, at the letterhead address, to receive the Final EIR or other documents your staff and consultants may develop relating to biological resources of the proposed plan.

K-1

We have organized our comments in a way that will hopefully assist your review team in drafting responses. The first section, **Items That Need to be Addressed**, focuses on issues we believe to be essential for the Final EIR to meet the legal "adequacy" test. Some items in this section are new issues. The remaining need more explanation and/or further analysis to assure the point or policy being made is clear. We also suggest several new policies here for your consideration and response.

K-2

The second section, **Errors, Corrections and Additions**, covets generally minor problems in the Plan. Some will need responses. We believe consideration of these items will assist in assuring a more professional final document your staff and consultants can take pride in.

K-3

We have also included several **Appendices** which include information that did not fit neatly elsewhere but which provide essential background to better understand our comments.

K-4

The Commission wishes to state that we have vigorously excluded and edited out anecdotal information from our comments. While we have not included a detailed reference section because of time constraints, we are able to do so if necessary. In most instances peer-reviewed journals and monographs, agency reports, and university research anchor our comments.

K-5

On Behalf of the Commission,

Mark L. Thomas
Chairman

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NEV CO BD SUPV.

0003

ITEMS THAT NEED TO BE ADDRESSED MARTIS VALLEY COMMUNITY PLAN DEIR

To facilitate review, this section is divided into issues that: 1) are not addressed in the DEIS, 2) need additional analysis/evaluation, and 3) suggested new policies that we think would help the Plan achieve its policy statements.

I. ISSUES NOT ADDRESSED IN THE DEIR

1. **MARTIS LAKE** The Nevada County Fish and Wildlife Commission recently received a written communication from a long-time resident who reviewed the DEIS and has extensive experience using the Lake for fishing and other recreation. He raises a number of potentially serious issues about the lake. The letter is included in its entirety herein as Appendix A. We are not in the position to judge the merit of the many issues listed. However, when we hear reports from reliable observers that physical habitat conditions have changed it is reason for concern and investigation. For instance, the presence of toxics in soils and surface waters are known to be especially harmful to benthic invertebrates, all amphibians, and fish. Since aquatic organisms can be especially sensitive, unusual conditions are seen as possible early warnings of more serious issues. We strongly believe that in the best interest of Placer County, as lead agency for the MV Community Plan, to immediately cause investigations to be undertaken by expert parties (such as responsible agencies, private consultants, etc.) to determine what actual, on-site conditions are. For instance:

- * If there is eutrophication in Martis Lake, can it be determined if causes are from point sources or natural background conditions?

- * Are pesticides in fact present in the mud and surface waters and how do they compare (more, same, less) with what is being reported annually in the water purveyor's water quality report which list parts per whatever for each item for each domestic supply well in the Martis aquifer? If pesticides are present, where are they coming from.

- * We have noted that several domestic wells in this area now exceed the new federal arsenic standard for drinking water. This is reportedly from natural conditions. Could this be causing die-offs in Martis Lake? Are concentrations of arsenic greater in the surface water than in underground aquifer waters?

If Martis Lake is found to have water quality toxic problems from undetermined sources: 1) will the Plan include a formal, pesticide monitoring program?, 2) will the Plan include a soils monitoring element? and 3) if lateral movement of water through the aquifer is found to be the source of pollutants, will the Plan require regular testing of both established and future groundwater testing wells? Finally, will a monitoring protocol include independent, oversight review?

K-6

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NEV CO BD SUPV.

004

2

Martis Lake is probably the "sink" for most of the planning area and any problem not aggressively corrected now is almost guaranteed to escalate as cumulative impacts of upstream activities centralize downstream. We have seen this happen regularly throughout California leading to an endless game of catch-up, increased regulation for remaining property owners, increased expense for every ratepayer, and continuing resource damage. Timely action and prevention have proven to be cost effective and efficient strategies. For biological resources, soils tests are critical. Toxic-laced soils can take decades to clean up as they can't be efficiently diluted or flushed as surface waters can. Functioning soils are absolutely essential to all biological processes.

K-7

Another key issue to us at Martis Lake is the potential loss of the once-outstanding recreational fishery managed under the state's Wild Trout Program. This is a critical issue for many that the Plan does not directly address. We can assure you that large numbers of people in the region are concerned. Some have called us and we have seen a few at public meetings. While the Plan includes many policies that seem favorable to promoting recreation elements such as trails, open space, etc., we can find nothing specific to unequivocally support the outstanding asset of the Martis Lake fishery, an asset already in place and having a long record of successful and sustained use. Will Placer County make this commitment in the Martis Valley Community Plan?

K-8

The last concern we have about Martis Lake relates to the USFWS Lahontan Cutthroat (LCT) Recovery Plan, an issue also mentioned in the Appendix A letter. Our concerns are from a slightly different perspective. We are concerned that the Plan has no clear policy to support LCT recovery. The LCT Recovery Plan is now being developed through an open, public process by agencies and individuals representing many diverse interests. This process is costly in both time and money. USFWS recovery plans typically don't involve outside interests to the degree the LCT Plan is doing. While the DEIR for the MV Community Plan assesses impacts to LCT as "potentially significant" for all land use alternatives (pp 4.9-58 & 59), there is no commitment to species recovery at any level. This leads us to the question, What is the County's position toward a Final Recovery Plan or restoration program? What puzzles us is that Placer County has signed a Natural Community Conservation Planning (NCCP) Agreement on October 5th, 2001 that moves resource planning powerfully toward a cooperative mode, something we see as fuzzy in the MV Plan. The signatories represent many agencies that have major roles in the MV Community Plan such as Department of Fish and Game, US Fish and Wildlife Service, etc. We are not able to find a mention of this Agreement in the MV Community Plan. We are further astounded by this delation because the Agreement calls for development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for the Martis Valley Community planning area (at 4.1.2 in the Agreement). We understand data for this "Phase 2" plan is being collected and should be available sometime in 2003 with perhaps an NCCP/HCP released by 2005. It seems this schedule will certainly close many planning options and opportunities for natural resource planning because the

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3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT AND REVISED DRAFT EIR

MV Community Plan will likely be finalized. We are very disappointed and believe this is very shortsighted. We see the Agreement as an affirmation that Placer County is serious about some very enlightened policies that are in the MV Community Plan. Literally, the horses will be out of the barn when it comes time to craft the NCCP/HCP for the planning area. There is obviously a close nexus between MV Community Plan policies and the Agreement. Why are they being treated separately? Can a policy be drafted for the Martis Valley Community Plan DEIS that recognizes the NCCP/HCP Agreement and their relationship?

K-10
Cont'd

2. SPECIES: While we found the Plan's treatment of biological species to be above average, there is an additional species to be addressed that is so recent that it is probably not yet entered into the California Natural Diversity Data Base (CNDDB), which is typically a year or two behind on posting reports. In 2001 there were been confirmed sightings of California bighorn sheep (*Ovis canadensis californiana*) in Placer County within 5 miles of the Plan area. The sheep were listed as CA threatened in 1971, upgraded to CA endangered in 1999, and federally listed endangered in 2000. There are indications the sheep (number unk.) moved into the Plan area from the Pyramid Lake region of Nevada and have taken up residence. Although the historic range of the species in Nevada and Placer counties was from Donner Summit eastward to Pyramid Lake regions, they have been extirpated from this part of the Sierra Nevada for over 120 years. Biologically speaking, this is an extremely significant happening, validating traditional axioms in biology and many hypotheses in conservation biology. What happens next is being followed by biologists from around the world. We are familiar with much of the recent research on bighorn sheep and strongly suggest investigating the work of Wehausen, Bleich, and Berger before addressing the issue. In our opinion, a key issue will unquestionably be how to protect animal movement areas. Sheep need to change elevations and ranges to survive. This issue has added complexity in that females and males inhabit different ranges except during breeding. Because of lack of information on the different gender use areas and movement patterns, inadvertent blocking of access between sexes has proven to be a problem in California and needs to be avoided.

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3. FUTURE SURFACE WATER APPROPRIATIONS: We have been involved with the Truckee River Operating Agreement (TROA) negotiations for a number of years. As part of the original Settlement Act, there is a moratorium on processing any water appropriation applications in California until the TROA is signed - probably 2-3 years from now. California is allowed to appropriate 13,000 acre feet (AF) of surface water in the Truckee River Basin from Lake Tahoe to the state line. Water agencies, individuals, etc. showing "beneficial use" can file applications with the State Water Control Board to appropriate surface water. There is a regulated process featuring review opportunities, comments, etc. By rough calculation we think applications for between 4,000 - 5,000 AF from the Plan area will be filed immediately after the TROA is signed. This could have a devastating effect in meeting the many enlightened policies and mitigations having to do with riparian and stream protection that the MV

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