COUNTY OF PLACER
Community Development Resource Agency

ENVIRONMENTAL COORDINATION SERVICES

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Agency Director E. J. Ivaldi, Coordinator

DATE: March 28, 2014

TO: California State Clearinghouse
Nevada State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: **Notice of Preparation of an Environmental Impact Report/Environmental Impact Statement for the Proposed Martis Valley West Parcel Specific Plan Project**

REVIEW PERIOD: March 28, 2014 to April 28, 2014

Placer County and the Tahoe Regional Planning Agency (TRPA) are preparing a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed Martis Valley West Parcel Specific Plan and associated Area Plan (proposed project). This joint document will serve as an EIR prepared by Placer County pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines and an EIS prepared by TRPA pursuant to its Compact, Code of Ordinances, and Rules of Procedure. This notice meets the CEQA and TRPA noticing requirements for a Notice of Preparation (NOP) to provide responsible agencies and interested persons with sufficient information to make meaningful responses as to the scope and content of the EIR/EIS. Your timely comments will ensure an appropriate level of environmental review for the project.

Project Description: The proposed project consists of a Specific Plan and TRPA Area Plan and various entitlements and approvals associated with approval of these plans. The Specific Plan area consists of two separate components, the East and West Parcels, which are located on either side of State Route (SR) 267. The West Parcel is approximately 1,192 acres, located adjacent to the Northstar California Resort, west of SR 267. The West Parcel includes 112.8 acres within the Lake Tahoe Basin and, therefore, within TRPA's jurisdiction. The TRPA Area Plan will address only this portion of the proposed Specific Plan. The East Parcel is approximately 6,376 acres, 670 acres of which are zoned for residential and commercial development under the Martis Valley Community Plan. The proposed project would shift 760 units and 6.6 acres of commercial from the allowed development of 1,360 units and 6.6 acres of commercial on the East Parcel to the West Parcel. The project would permanently retire 600 allowed units. Under the proposed project, 775 acres of the West Parcel would be rezoned from Timberland Production to Residential and Neighborhood Commercial, allowing for up to 760 residential units and 6.6 acres of commercial uses for homeowner amenities, small community retail and similar uses. The remaining 417 acres on the West Parcel would remain designated Forest. The 670 acres of the East Parcel currently zoned for development would be redesignated Forest, and a conservation easement would be placed over the entire 6,376 acres, or it would be sold fee simple to conservation groups. As a result, no development would occur on the East Parcel. Approximately 216 acres of the 6,376-acre East Parcel are located within Nevada County. The applicant has proposed, as part of the project, to place a conservation easement on the entire East Parcel, including the portion in Nevada County. Because Placer County does not have land-use jurisdiction over this area, however, it will not take or consider action with respect to the 216 acres located in Nevada County. The Area Plan would apply to the 112.8 acres of the West Parcel that are located within TRPA's jurisdiction and would redesignate the said acreage to Resort Recreation.

Project Location: The project site is located between the Town of Truckee and the north shore of Lake Tahoe within the Martis Valley Community Plan area in Placer County on either side of SR 267.

For more information regarding the project, please contact Stacy Wydra, at (530) 581-6288. A copy of the NOP is available for review at the Kings Beach Library, Tahoe City Library, Truckee Library, Placer County Community Development Resource Agency, and the Placer County website:

http://www.placer.ca.gov/departments/communitydevelopment/planning/martisvalleywestparcelspecificplan

http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir

NOP Comment Period: Written comments should be submitted at the earliest possible date, but not later than 5:00 p.m. on **April 28, 2014** to: Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603. (530) 745-3132, Fax: (530) 745-3080, cdraecs@placer.ca.gov.

Scoping Meetings: In addition to the opportunity to submit written comments, public scoping meetings are being conducted to provide an opportunity to learn more about the proposed project and to express comments about the content of the EIR/EIS. The scoping meetings will be conducted with an open house forum, with a short presentation of the proposed project 30 minutes following the listed start times. The public scoping meetings will be held at the following times and location:

Placer County

April 16, 2014	1:00 PM	Cedar House Sport Hotel, 10918 Brockway Road, Truckee
	5:30 PM	North Tahoe Event Center, 8318 North Lake Boulevard, Kings Beach

In addition to the scoping meetings, the Notice of Preparation will be placed on the agendas for the TRPA Advisory Planning Commission meeting and Governing Board meeting at the following times and location:

Tahoe Regional Planning Agency

April 9, 2014	9:30 AM-5:00 PM	TRPA Advisory Planning Commission (informational item to APC) 128 Market Street, Stateline, Nevada

Agenda available seven days prior to the meeting at: http://www.trpa.org/document/meetings-notice/

April 24, 2014	9:30 AM-5:00 PM	TRPA Governing Board (Consent Calendar item) 128 Market Street, Stateline, Nevada

Agenda available seven days prior to the meeting at: http://www.trpa.org/category/gb-materials/

1 PROJECT DESCRIPTION

1.1 PROJECT LOCATION

The project site is located between the Town of Truckee and the north shore of Lake Tahoe within the Martis Valley Community Plan (MVCP) area and the North Tahoe Area General Plan in Placer County on either side of State Route (SR) 267 (see Exhibit 1). The Martis Valley encompasses approximately 44,800 acres in both Nevada and Placer counties. Within Placer County only, the Martis Valley includes approximately 25,570 acres. A portion (approximately 112 acres) of the West Parcel is located within the Lake Tahoe Basin. A portion (approximately 216 acres) of the East Parcel is located within Nevada County.

1.2 PROJECT SETTING

1.2.1 Site Characteristics

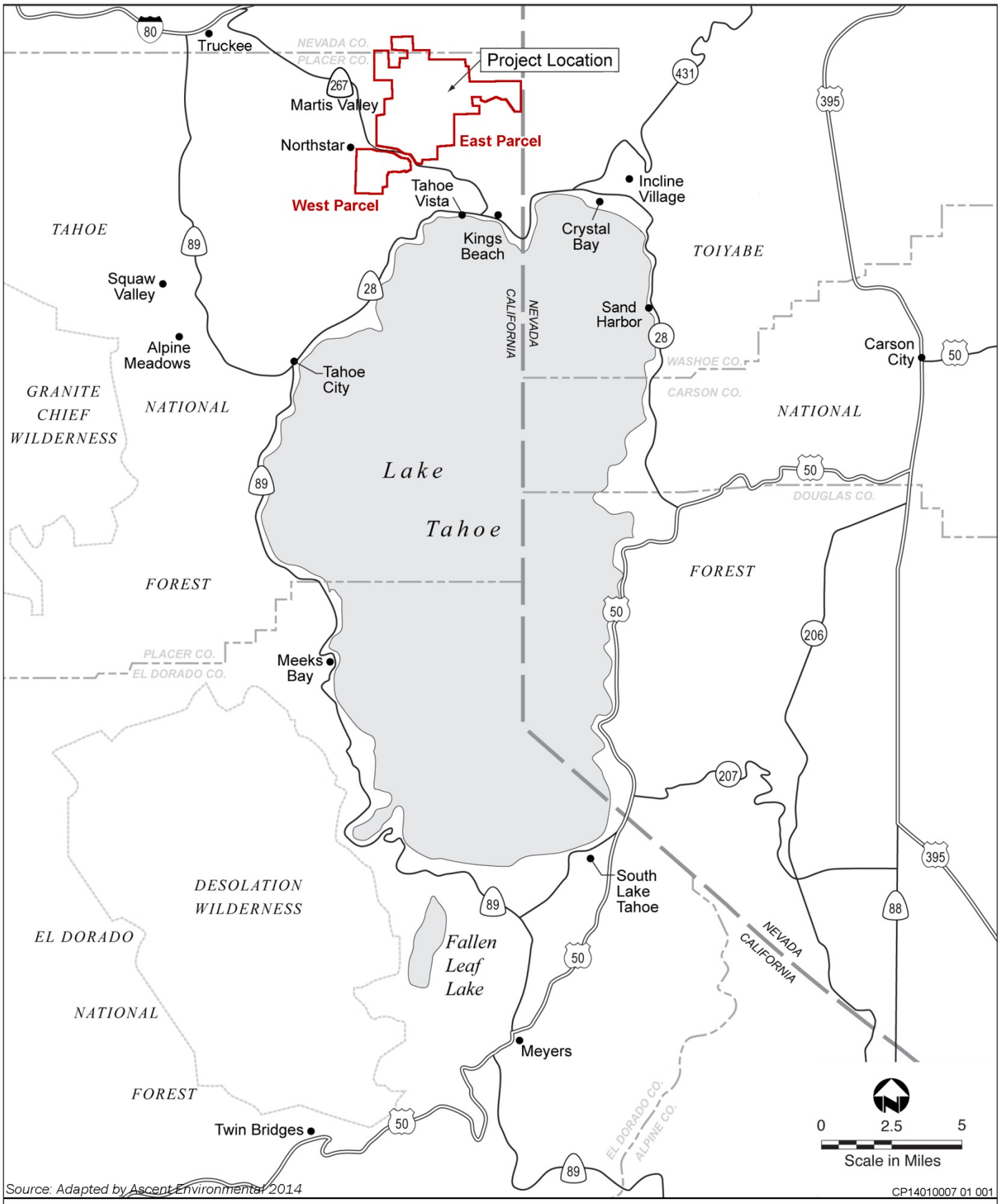
WEST PARCEL

The West Parcel is located southeast of the Northstar California Resort, and uphill and east of Sawmill Reservoir (see Exhibit 2). The West Parcel is undeveloped coniferous forest, which has been regularly maintained through harvest procedures. The parcel is designated Forest in the MVCP and is zoned Timberland Production. Historically, the site has been used for mining, logging and cross-country skiing, snowmobiling, snowshoeing and downhill skiing. Unauthorized mountain biking and hiking also occurs through the site.

A portion of the West Parcel is located within the Lake Tahoe Basin and is therefore under TRPA's jurisdiction. These 112.8 acres are currently located within three different TRPA Plan Area Statements – 013 Watson Creek (Conservation), 015 North Star (Recreation) and 019 Martis Peak (Conservation) and would be redesignated from Forest to Resort Recreation. The Watson Creek, North Star and Martis Peak Plan Area Statements would be superseded by the Area Plan as to the 112.8 acres but remain in full force and effect as to the remainder of the land within their respective boundaries. Although the entire 112.8 acres would be designated Resort Recreation, 85.3 acres would be developable and the remaining acreage would be left for open space and recreation. Furthermore, land coverage for the portion of the project in the Tahoe Basin within TRPA's jurisdiction must show compliance under Chapter 30, Land Coverage, of the TRPA Code of Ordinances, which would allow only between 16.8 acres to 30.0 acres to be developed within the 85 developable acres. Therefore, a total of 82 to 95 acres of the 112.8 acres would remain undeveloped.

The West Parcel is characterized as two benches--an upper and lower bench. The upper bench forms a natural amphitheater with moderate to minor slopes. The lower bench is nestled between two ridgelines and runs parallel to SR 267. Most of the site slopes are between 10 percent and 15 percent, but slopes greater than 25 percent occur along the ridge that runs northwest/southeast through the project site, and in the northeast portion of the parcel. The steepest portions of the ridge exceed 30 percent in some isolated areas. The parcel's elevation varies from approximately 6,600 to 7,800 feet, a rise of roughly 1,200 feet.

The West Parcel falls primarily in the upper portions of the West Martis Creek watershed, and approximately 112 acres fall within the Tahoe Basin watershed. Mixed conifer forests predominate on the West Parcel, which also contains red fir, white fir, and white fir/red fir forest. Roads within the West Parcel consist of dirt logging roads, and there are no public or private utility facilities on the site. Fibreboard Freeway (commonly spelled "Fiberboard" Freeway) is a paved two-lane road that crosses the southeastern corner of the project site and connects to SR 267. The only utility lines that cross the West Parcel are electrical transmission lines. There are no permanent structures on the West Parcel.



Source: Adapted by Ascent Environmental 2014

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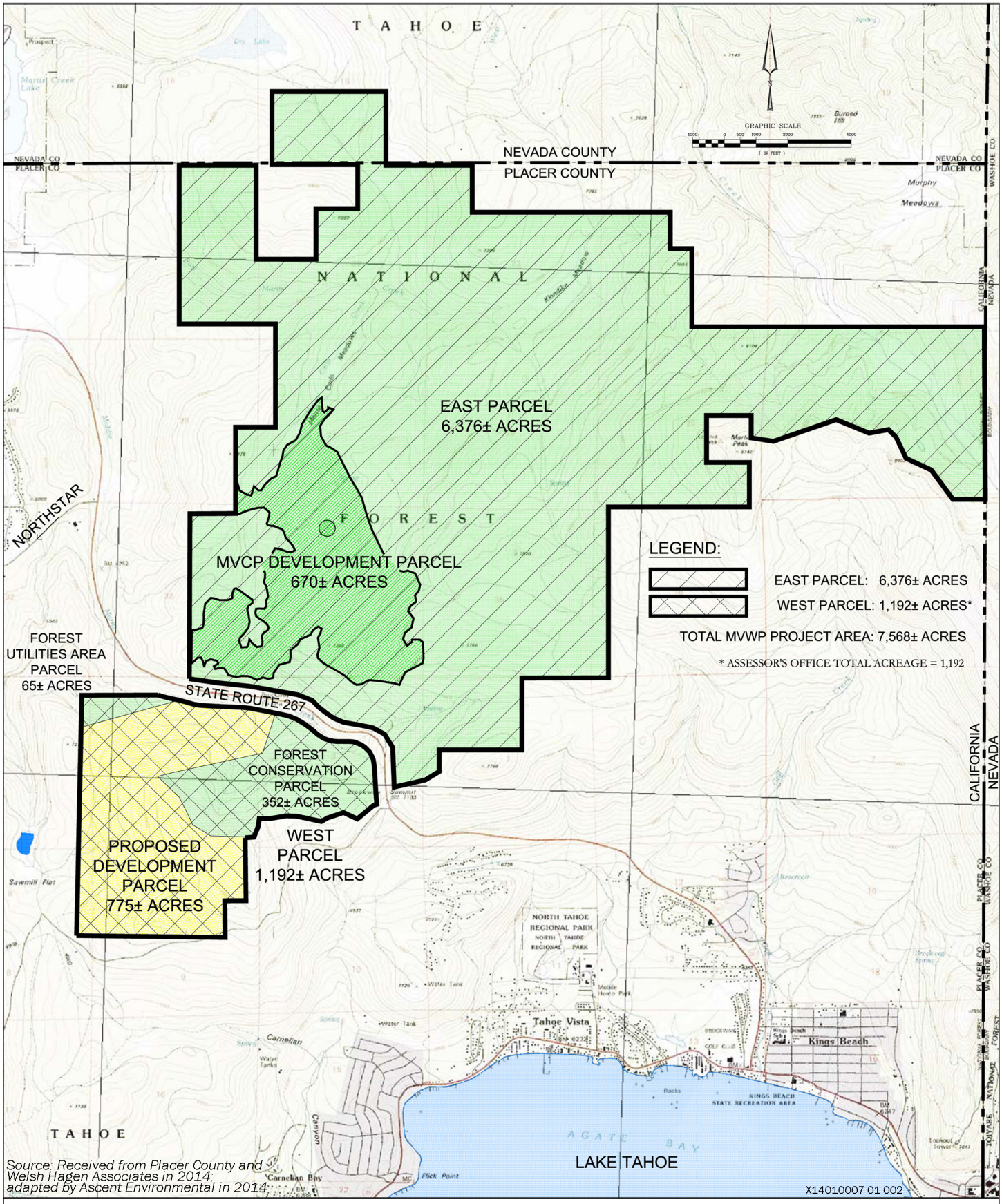
Exhibit 1 **Project Vicinity**



Source: Received from Placer County and Welsh Hagen Associates in 2014; adapted by Ascent Environmental in 2014

Exhibit 2 **Project Location**

EAST PARCEL

The majority of the East Parcel is designated Forest and zoned Timberland Production. In addition, approximately 670 acres are designated Low Density Residential and General Commercial and zoned Single-Family Residential and Neighborhood Commercial in Placer County's Martis Valley Community Plan. The existing residential zoning would allow for up to 1,360 dwelling units and 6.6 acres of commercial on the East Parcel.

Approximately 216 acres of the 6,376-acre East Parcel are located within Nevada County. The applicant has proposed, as part of the project, to place a conservation easement on the entire East Parcel, including the portion in Nevada County. Because Placer County does not have land-use jurisdiction over this area, however, it will not take or consider action with respect to the 216 acres located in Nevada County. The 216 acres is designated Forest 160 in the Nevada County General Plan. This designation is intended to provide for production and management (including timber harvesting and related operations) of timber resources, and compatible recreational and low density residential uses and has a 160 acre minimum parcel size.

The East Parcel is located within the Martis Creek watershed. An unnamed tributary to Monte Carlo Creek is located adjacent to the northeast boundary of the East Parcel. The East Parcel is similar in character to the West Parcel, with expansive forest and no structures. The parcel has historically been used for logging and mining. There are dirt roads throughout the East Parcel but no utility lines or facilities.

1.2.2 Surrounding Land Uses

Similar to the proposed project site, much of the surrounding area is undeveloped and consists of coniferous forest. The communities of Kings Beach and Tahoe Vista are located approximately four miles southeast of the proposed project entrance along SR 267. The Northstar California Resort is located approximately one mile west of the West Parcel. The Truckee-Tahoe Airport is located approximately 1.5 miles from the northwest portion of the East Parcel (to the eastern edge of the Airport). The Airport is located approximately 4 miles northwest of the northern portion of the West Parcel.

1.3 RELATIONSHIP TO PREVIOUS PLANS

On August 16, 1994, the County Board of Supervisors adopted the Placer County General Plan. The Placer County General Plan established an overall framework for the development of the county and the protection of its natural and cultural resources, whereas community plans address characteristics unique to each community and identify specific goals, policies, and programs appropriate to the local area. In addition, community plans address land use, circulation, housing, public services, and other community-specific issues. The goals and policies contained in the Placer County General Plan are applicable throughout the unincorporated areas of the county. The Board of Supervisors approved an update to the Placer County General Plan on May 21, 2013.

The Placer County Board of Supervisors approved the initial Martis Valley General Plan in 1967. In 2003, the Board adopted the Martis Valley Community Plan (MVCP). The primary function of the MVCP is to guide growth in the region in an orderly fashion and to allocate specific areas for development that would cause the least impact on the environment. The MVCP land use plan allows for a total density allocation of 1,360 residential units and 6.6 acres of commercial on the East Parcel. As discussed above, the proposed project would transfer a portion of allowed residential and commercial land use designations from the East Parcel to the West Parcel and permanently retire the balance of the allowed residential density.

TRPA adopted the Lake Tahoe Regional Plan (Regional Plan) in 1987. The Regional Plan describes the needs and goals of the Lake Tahoe Region and provides statements of policy to guide decision making as it affects the Region's resources and remaining capacities. The Regional Plan with all of its elements, as implemented

through TRPA ordinances and rules and regulations, achieves and maintains the adopted environmental thresholds while providing opportunities for orderly growth and development. The update to the Regional Plan was approved in December 2012 and went into effect February 11, 2013. As discussed above, a portion of the West Parcel is located within the Lake Tahoe Basin and is therefore under TRPA's jurisdiction. The three Plan Area Statements that contain portions of the 112.8 in the Tahoe Basin would be superseded by the proposed Area Plan as to the 112.8 acres but remain in full force and effect as to the remainder of the land within their respective boundaries.

The North Tahoe Area General Plan (NTAGP) was adopted by the Placer County Board of Supervisors in April 1996 and is the guiding doctrine for the goals, policies, and land development standards for the greater North Tahoe Area. The NTAGP includes all of the portion of the north shore of the Placer County portion of the Lake Tahoe Basin in the TRPA jurisdiction, east of Dollar Hill. The portion of the West Parcel that is under TRPA's jurisdiction is also included in the NTAGP.

1.4 PROJECT OBJECTIVES

The Martis Valley West Parcel Specific Plan project objectives, as stated by the project applicant, are to:

- Provide new residential development consistent with the vision, goals and policies of the MVCP, particularly:
  - Conserve large, intact and interconnected areas of natural open space that contributes to the last remaining habitat linkages between the Sierra Nevada and Mount Rose Wilderness Area in the Carson Range (Policy 1.A.6).
  - Minimize habitat fragmentation by development and roads to protect open space from human encroachment (Policy 1.A.6).
  - Ensure that long-term conservation of important resource lands is achieved through a combination of regulatory actions, acquisition of easements, purchase of development rights, and both public and private land acquisitions (Policy 1.A.8).
  - Encourage the concentration of multi-family housing in and near village centers and neighborhood commercial centers (Policy 1.B.1).
  - Encourage the planning and design of new residential subdivisions to emulate the best characteristics (e.g., form, scale, and general character) of existing, nearby neighborhoods (Policy 1.B.2).
  - Require residential land project design to reflect and consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses (Policy 1.B.4).
  - Require that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site-specific development project design (Policy 1.B.9).
  - Identify available opportunities and designate land for small commercial centers where some of the needs of local area residents can be met, eliminating the need for trips outside the area (Policy 1.C.3).
  - Encourage the sustained productive use of forestland as a means of providing open space, maintaining the quality of Martis Valley's scenic vistas and to conserve other natural resources (Policy 1.F.1).

  - Encourage the preservation of timber producing lands as regional open space, and protect these areas from urban encroachment (Policy 1.J.1).

- Build upon existing efforts to protect large areas of contiguous open space on the east side of SR 267 (e.g., the acquisition of Waddle Ranch) by transferring density from the East Parcel to the West Parcel, and relinquishing remaining density on the East Parcel. Minimize isolated development that leads to fragmentation of open space and natural resources by developing on lands in proximity to existing development.

- Minimize visual impacts of development by using the natural features and terrain of the project site to screen buildings.

- Limit new infrastructure and disturbance by developing on lands in proximity to existing development.

- Enhance and maintain the extensive trail system and associated recreational uses, such as cross-country skiing, snowshoeing, hiking, and biking.

- Implement a land use plan that is responsive to community concerns, such as visual character, traffic management, parking availability, recreational facilities, environmental issues, and the desire for expanded community services and amenities.

- Reduce reliance on automobiles by providing onsite services and amenities, a transit stop, and extensive bike, ski, and pedestrian paths.

- Develop a project that is consistent with the planning guidelines and principles of adopted plans and policies, particularly the MVCP and Tahoe Regional Plan.

- Create a development that draws upon the historic Sierra and Tahoe regional architectural traditions.

- Develop a financially sustainable project that does not require the diminishment of services to existing residents.

- Incorporate sustainable design concepts to ensure long-term preservation, the enhancement of resources, and the reduction of site impacts.

- Reinforce North Lake Tahoe as a four-season destination resort.

1.5 PROJECT ELEMENTS

1.5.1 Proposed Uses

The West Parcel is proposed to accommodate up to 760 residential units and 6.6 acres of commercial uses, as well as the associated roads, roadway connection to SR 267, utilities connections, and supporting infrastructure. Most of the development would be on the western portion of the site, with limited development near the project entrance. The conceptual land use plan is shown in Exhibit 3. Residential units would be a mix of single-family homes, townhomes, cabins, multi-family residences, and condominiums. The anticipated residential unit mix is shown in Table 1. While the ultimate mix of units would be based on site characteristics and market conditions, the total number of units would not exceed 760. As shown in the table, the number of single family lots may range from 300 to 500; the range of townhomes/multiplexes would be 125 to 350 units; the range of cabins would be 40 to 200 units; and the number of condominiums would be zero to 170 units. Development on the portion of the site within the Tahoe Basin would be clustered as required by TRPA Code. Development of the Specific Plan and Plan Area may evolve in a variety of ways depending upon several factors. These include shifts in market demand for various housing types

and changes in the development goals and capabilities of property owners within the Plan Area. The primary infrastructure (e.g., access road and accompanying utilities) would be constructed prior to, or at the same time as, the first phase of development. Therefore, the Specific Plan allows for development to occur in any sequence, as long as the necessary infrastructure is in place.

Table 1 Residential Unit Range

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

Note: Any combination of unit type may occur up to 760 units. Unit type will be determined by market demand and project terrain.

Commercial development would consist of homeowner amenities, recreational services, and community-supporting retail, such as small restaurants or cafes, recreational amenities, a sundries shop, family entertainment, concierge services, and meeting rooms. These uses would be designed to support project residents rather than attracting an outside population.

The Specific Plan would include development standards that specify the allowable uses by zone, building heights, setbacks and other design requirements. The Specific Plan would also include design guidelines that direct the aesthetic quality of the development.

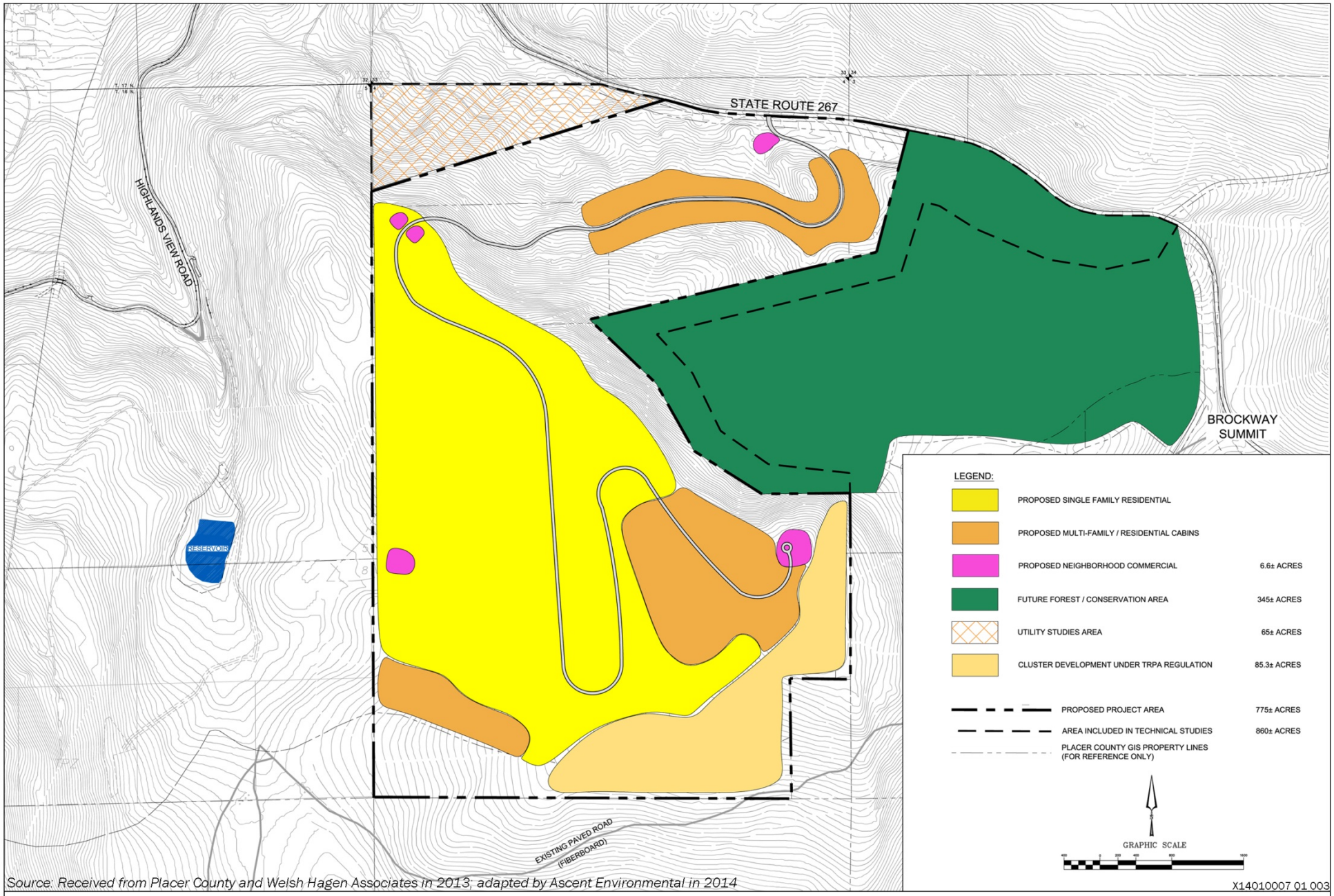
1.5.2 Circulation

Access to the project site would be provided via SR 267. A new three-legged intersection would be constructed at the project entrance and SR 267 with the following configuration:

- Left-turn lane on northbound (westbound) SR 267 for turns into the project site,
- Left turn acceleration lane on northbound (westbound) SR 267 for left-turns out of the project site,
- Right-turn lane on southbound (eastbound) SR 267 for turns into the project site, and
- Dedicated right- and left-turn lanes on project access road.

A two-lane roadway would be constructed to provide access from SR 267 to the interior of the project site. Internal streets would have two lanes. Hiking and bike trails would be provided throughout the project site and would connect to the existing and planned trail system. A bus stop would be constructed at the entrance of the project and would service both west and eastbound transit routes.

A seasonal emergency vehicle access (EVA) is proposed to be provided by connection to the Fibreboard Freeway that crosses the southeastern corner of the project site and connects to SR 267. The seasonal EVA would be used for emergency vehicles only, unless needed to also evacuate residents. The EVA would not be used in the winter season.



Source: Received from Placer County and Welsh Hagen Associates in 2013; adapted by Ascent Environmental in 2014

Exhibit 3

West Parcel Conceptual Land Use Plan

1.5.3 Infrastructure and Utilities

WATER

Water service would be provided by the Northstar Community Services District (NCSD). It is anticipated that one of two options would be used to serve the project site. The first would be to connect to the NCSD water system in Highlands View Road, which would require installation of water lines within the SR 267 and Highlands View Road rights-of-way and NCSD utility easements. The second would be to construct a new well on the project site near SR 267. The well would be owned and operated by the NCSD and would serve the proposed development. Within the project site, 8-inch water lines would be located within project roadways and NCSD utility easements.

It is expected that two approximately 350,000 gallon water storage tanks would be constructed within the project site, at an elevation of approximately 7,750 feet mean sea level (msl). The tanks would be approximately 28 feet in diameter and approximately 10 feet tall

WASTEWATER

Wastewater conveyance and treatment would be provided by NCSD. Wastewater would be collected with 6-inch to 8-inch sewer lines located within project streets and NCSD utility easements. Two options are being considered for the connection to existing NCDS conveyance facilities. One option would have the collection system flow by gravity to a new sewer lift station located just north of the project site near SR 267. A 4-inch force main would be constructed within SR 267, Highlands View Road, Northstar rights-of-way, and NCSD utility easements to convey wastewater to an existing 12-inch sewer main located in Northstar Drive. The second option would be to construct a gravity sewer main that conveys wastewater to the NCSD lift station located on SR 267 just south of Northstar Drive.

DRAINAGE AND EROSION CONTROL

Martis Valley West Parcel drainage is broken into two parts, Martis Valley and Tahoe Basin. Onsite drainage facilities would be designed to ensure that there are no substantial changes to the hydrology of the existing watersheds. Project runoff would be collected, treated, and infiltrated onsite to the greatest extent possible via basins, curb and gutter, swales, rock line channels, infiltration systems, retention/detention basins, BMPs, and other Low Impact Development Measures. *Low Impact Development* means using a land planning and engineering design approach to managing storm water runoff that emphasizes conservation and use of on-site natural features to protect water quality. Post-development peak flows leaving the project site would be less than or equal to the pre-development peak flows or existing conditions peak flows because flows would ultimately be conveyed to underground or above ground retention/infiltration facilities that would take peak runoff of storm events. No additional flows would leave any of the project watersheds as a result of the development. The majority of the project's storm water would follow its existing hydrological course, either the NCSD reservoir or the Middle Martis Creek. The MVWP Project is not anticipating any off-site drainage improvements.

The Specific Plan would include requirements for homeowners and other institutional developers to conform and use Best Management Practices. The project drainage system would comply with applicable regulations, including the Placer County Storm Water Management Manual, Tahoe Regional Planning Agency's adopted 2013 Ordinance, and Lahontan Regional Water Quality Control Board Storm Water Discharge Requirements.

Runoff from the two parts of the proposed development on the West Parcel would be collected, treated if necessary, and infiltrated within their respective watersheds. The project would direct all storm water through the project's Master Storm Water Drainage System, which could include re-routing the project's Basin storm water to the Project's Master Drainage System within the Martis Valley. No proposed project storm water is anticipated to reach Lake Tahoe. In addition, it is anticipated the project's emergency vehicle

road would be Fibreboard Freeway. If any improvements are required to Fibreboard Freeway, any associated storm water improvements would also be redirected to the Master Drainage System. Civil improvements, roadways, parking areas, and driveways would have associated landscape and erosion control, such as negative vegetation on cut/fill and retaining walls.

DRY UTILITIES

Electrical lines, natural gas lines, and communications lines would be installed in the rights-of-way of project streets and within utility easements. It is anticipated that these lines would connect to existing lines in SR 267. A joint trench would be extended from the project connection to existing electrical lines and communication lines in SR 267, and a gas line trench would be needed to connect the project to the existing gas line in SR 267.

1.5.4 Public Services

Fire protection services would be provided by the NCSD along with the California Department of Forestry and Fire Protection (CAL FIRE). The project is located approximately 4.5 miles from the Northstar Drive Fire Station, 5.5 miles from the Northstar Highlands Fire Station, and 5.8 miles from the Kings Beach Fire Station.

Law enforcement would be provided by the Placer County Sheriff's Department. The Tahoe-Truckee Unified School District would provide elementary, middle, and high school education. Liberty Utilities (California Pacific Electric Company) and Southwest Gas Company would provide electrical and natural gas services, respectively. SBC would provide telephone service to the project.

1.5.5 Parks and Recreation

The project would support active and passive recreation. Open space or a neighborhood park would be proposed within the project site for passive recreation. Residents would also have access to recreational amenities, which could include a fitness center. The proposed project would provide trails throughout the project site, including connections to existing and planned trails in Martis Valley and the Tahoe Basin. Trails would include biking, hiking, cross-country skiing, and snowshoeing. Cross-country skiing would be seasonal, and no snowmaking would be undertaken.

1.5.6 Employee Housing

Placer County requires that projects in the Sierra provide housing for 50 percent of employees needed to serve the project. The proposed project would designate 6.6 acres commercial development. The actual number of employees would be determined when the commercial components are proposed. As discussed above, a number of different types of small-scale commercial facilities and homeowner amenities are anticipated to be developed, some of which would require few or no employees.

1.5.7 Off-Site Improvements

The following offsite improvements would be required to implement the project:

- Left-turn lane on northbound (westbound) SR 267 for turns into the project site.
- Left turn acceleration lane on northbound (westbound) SR 267 for left-turns out of the project site.

- Right-turn lane on southbound (eastbound) SR 267 for turns into the project site.
- Sewer Conveyance:
  - Option 1: A sewer force main would be constructed from the project site to connect to NCSD sewer main on Northstar Drive. The new force main would be located in SR 267, Highlands View Road and Northstar Drive rights-of-way. A short segment would be located outside of the rights-of-way between Highlands View Road and Northstar Drive.
  - Option 2: A gravity sewer main would continue north (rather than turning east) at Highlands View Drive, and connect the NCSD lift station located in the SR 267 right-of-way just south of Northstar Drive.
- If a new well is not constructed within the project site, a water line would be constructed in the SR 267 and Highlands View drive rights-of-way to connect to the NCSD water system in Highlands View Road.
- Improvements to Fibreboard Freeway to enable its use as an EVA, such as periodic turnouts and/or alcove.

1.5.8 Construction Activities

The proposed project would use traditional construction methods and materials, including mass excavation; vertical shoring; cast-in-place concrete footings, walls, columns, and decks; structural steel; light metal framing with wood and stone veneers; metal roofing; and landscaping and hardscaping. Blasting would not be widespread; however, localized blasting of bedrock and large boulders might be required during foundation excavation, utility trench construction, and roadway and parking area subgrade preparation. Specialized blasting techniques would be used to minimize ground vibrations and prevent flying debris. The proposed project's goal when possible would be for balanced sites, minimizing off haul or import of grading and stabilizing materials (see Grading, below).

STAGING AREAS

Construction staging areas would be established during project development. These fenced staging areas would be located on disturbed sites and would be used for vehicles, equipment, materials, fuels, lubricants, and solvent storage. The stockpiling or vehicle staging areas would be identified in the improvement plans and would be located as far as practical from existing dwellings and protected resources in the area.

GRADING

The project would require excavation and grading for roadways, utilities, and the proposed development on the West Parcel. It is anticipated that materials that are excavated onsite would be moved and used elsewhere within the project site, as needed; therefore, while excavated materials in the project site could total up to 1 million cubic yards, the operation would be balanced with no import or export of earth materials. Rocks removed during excavation would be stored onsite for use in retaining walls. Some import of materials may occur for construction materials that are not available onsite such as aggregate base rock, asphalt, and concrete.

1.5.9 Schedule

Buildout of the proposed project is anticipated to occur over 25 years. The ultimate buildout date would depend on market conditions. Infrastructure would be installed in accordance with the developments

phasing plan with the utilities and primary access and emergency access roads installed in the first phase. Spur and auxiliary roads and associated utilities would be installed within each phase as needed.

2 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR/EIS

The EIR/EIS prepared for the Martis Valley West Parcel Specific Plan project will provide analysis of the impacts pertaining to the resource areas identified below. Although detailed analysis has not yet been conducted, preliminary analysis has identified impacts likely to result from the project. The following paragraphs discuss the results of preliminary impact identification and anticipated analyses that will be included in the EIR/EIS. In addition, the EIR/EIS will evaluate cumulative effects, growth-inducing impacts, and any effects on the TRPA Environmental Threshold Carrying Capacities.

Aesthetics. The project site is currently undeveloped coniferous forest and located in an area of steep to gently sloping mountains and valleys. The project would alter the existing visual conditions by introducing residential and commercial land uses and associated roadways and infrastructure and by removing trees within the developed portion of the project site. In addition, the project would include new light sources from the commercial and residential uses and along portions of the project roadways.

Air Quality. The project would result in an increase in regional and local emissions from construction and operation. The project's short-term air pollutant emissions would result primarily from construction activities. Long-term air emissions are anticipated in association with operation of residential and commercial land uses. Construction- and operations-related emissions could potentially conflict with Placer County Air Pollution Control District's Air Quality Attainment Plan. The air quality impact analysis in the EIR/EIS will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, and PM_{10}), as well as the project's cumulative contribution to regional air quality.

Biological Resources. Vegetation communities and habitats present within the project area include several coniferous forest, chaparral, meadow, and riparian types. East, West, and Middle Martis Creeks flow through the project site and could provide habitat for various special-status plant and wildlife species, and may also provide a wildlife movement corridor. Project implementation could result in disturbance or take of special-status species or disturbance or removal of suitable habitat for these species. In addition, some riparian habitat within the portions to be developed may contain jurisdictional wetlands. Removal of trees on the project site would be subject to Placer County's tree preservation ordinance (Placer County Code, Article 12.20).For the proposed project, the ordinance is applicable to all trees east of the Sierra summit that are 6 inches diameter at breast height or over, excluding lands devoted to the growing and harvesting of timber for commercial purposes. A Timber Harvest Plan must be prepared and considered by the California Department of Forestry and Fire Protection (CAL FIRE) prior to the removal of timberland, and a tree permit must be obtained prior to removal of trees over 6-inches dbh. The majority of the area proposed for development is coniferous forest, which is common throughout the area. However, the removal of trees could be considered potentially significant, and these issues will be discussed in the EIR.

Cultural Resources. Cultural resources are known to occur in the Martis Valley area. An archaeological inventory and field study was conducted by a qualified consultant, and identified cultural resources within the project site on the East and West Parcels. Resource types include archaeological sites and site complexes, linear features, and isolated finds. Subsurface cultural resources could be disturbed during project construction.

Geology, Soils, Land Capability and Coverage. While the project site is not located within an Alquist-Priolo zone, the CGS earthquake catalog identified other potential seismic sources in the vicinity of the project site, including: Dog Valley Fault, Mohawk Valley Fault Zone, Genoa Fault, Antelope Valley, Honey Lake Fault, West

Tahoe – Dollar Point Fault, Polaris Fault, Agate Bay Fault, Incline Village Fault, and the North Tahoe Fault. If an earthquake occurred on one of these faults, it could expose people or structures to substantial adverse effects, including ground shaking, ground failure, and liquefaction. Based on a site-specific study completed for the project, there are no slopes within the proposed development that meet the criteria of Potential Avalanche Hazard Areas as defined in the Placer County Avalanche Ordinance. However, if the project removed a contiguous portion of the heavily forested trees in this area, it could create an avalanche path. Finally, land coverage for the portion of the project site in the Tahoe Basin must show compliance under Chapter 30, Land Coverage, of the TRPA Code of Ordinances. The EIR/EIS will address these issues, as well as the potential for existing landslide conditions to pose constraints to the proposed development.

Greenhouse Gas Emissions. Greenhouse gas (GHG) emissions generated by the project during construction would predominantly be in the form of carbon dioxide (CO_2). Emissions would be associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment used in the project site (e.g., excavators, graders). Project operation would emit mobile sources of GHGs associated with residents and employees. The project would also result in GHG emissions from area sources such as propane consumption (for backyard barbeques) and off-site emissions from utility providers.

Hazards and Hazardous Materials. The project site generally consists of undeveloped forested land that historically has been used for timber harvest purposes. An initial environmental database records search of release sites around the project site did not identify any recorded hazardous sites in the project vicinity. However, some environmental conditions exist associated with historical mining, past logging activity, motor vehicle use, naturally occurring radon gas, and potential aerial deposited lead affiliated with SR 267. Potential impacts could occur if contaminated soils are disturbed during project construction. Construction of the proposed project would involve the short-term use and storage of hazardous materials typically associated with operation and maintenance of heavy equipment. Hazardous materials, including various products such as paints, solvents, glues, and cements, would be stored, used, and transported in varying amounts during construction and long-term project operation. In addition, the project would result in the placement of housing and other structures that would contain substantial numbers of people in a wildland area, thereby potentially exposing people and structures to a risk of wildland fire.

Hydrology and Water Quality. Construction activities such as grading could result in disturbance of soils and sediments that could be carried into nearby creeks during storm events. Further, accidental discharges of construction-related fuels, oils, hydraulic fluid, and other hazardous substances could contaminate stormwater flows or increase siltation in nearby water bodies, resulting in a reduction in stormwater quality on or downstream of the project site. Post-development peak flows exiting the project site are expected to be less than or equal to the pre-development or existing peak flows because flows would be conveyed to retention/infiltration facilities (either above- or below-ground) that would take peak runoff of storm events. However, construction activity could result in the potential for on-site soil erosion and a short-term increase of surface runoff. Runoff could contain oils, grease, fuel, sediments, brake dust, and other potential water pollutants. During storm events, these pollutants could be carried to downstream receiving waters. In addition, the EIR/EIS will address any potential changes to, or creation of, 100-year flood hazard areas as defined by Placer County.

Land Use and Planning. Under the proposed project, 775 acres of the West Parcel would be rezoned from Timberland Production to Residential, allowing for up to 760 residential units and 6.6 acres of commercial uses. The 112.8 acres of the West Parcel that are located within TRPA's jurisdiction would be redesignated from Recreation and Conservation to Resort Recreation. The remaining 417 acres on the West Parcel would remain designated Forest. The 670 acres of the East Parcel currently zoned for development would be redesignated Forest, and a conservation easement would be placed over the entire 6,376 acres or it would be sold fee simple to conservation groups. The EIR/EIS will discuss the project's consistency with relevant planning documents, including the Martis Valley Community Plan, Placer County General Plan, TRPA Regional Plan, North Tahoe Area General Plan, Placer County Zoning Ordinance, and the Truckee Tahoe Airport Land Use Compatibility Plan.

Noise. Development of the proposed project would result in temporary increases in noise levels as a result of construction activities and permanent noise increases as a result of operation of the new residential and commercial land uses and homeowner amenities. Commercial land uses will not include snowmaking. The project's long-term operations could result in the exposure of people to additional long-term operational noise levels, and additional noise may exceed the applicable County noise standards. While the project site is not located within the Noise Contours figure prepared for the Truckee-Tahoe Airport Land Use Compatibility Plan, future residents in the West Parcel may be affected by aircraft noise.

Population and Housing. Development of the proposed project would result in a combination of single family lots, townhomes/multiplexes, cabins, and condominiums for a maximum of 760 residential units. Direct and indirect population growth as a result of the proposed project will be analyzed in the EIR/EIS. The project would also require additional employees, necessitating construction of employee housing or equivalent mitigation. In addition, the proposed project would extend water, sewer, and dry utility lines. Impacts associated with population and employment increases will be evaluated in the EIR/EIS.

Public Services. The proposed project would result in additional demand for services including fire protection, police protection, road maintenance, and schools. Public service impacts will be analyzed in the EIR/EIS and mitigation will be identified for any significant impacts identified.

Recreation. The project site is currently used for unauthorized sledding, snowmobiling, and cross country skiing during the winter season. Hiking and mountain biking trails traverse both the West and East parcels and unauthorized mountain biking and hiking occurs through the site. The proposed project would support active and passive recreation. Open space and/or small park(s) would be located within the project site for passive recreation. Residents would also have access to homeowner recreational amenities The EIR/EIS will analyze the potential demand for recreational facilities and the proposed public recreation improvements and their physical impacts and will describe to what level the proposed improvements meet or exceed Placer County General Plan, MVCP, TRPA Regional Plan, and North Tahoe Area General Plan requirements.

Transportation and Traffic. Project construction would result in construction worker commute trips and haul truck trips (for delivery and transport of materials and equipment) to and from the project area, resulting in increased traffic levels on local roadways. Traffic associated with project operation would include the trips generated by new employees and residents, thereby increasing existing traffic levels compared to existing conditions. Similar to project construction, long-term project operation could result in adverse roadway conditions, including decreased levels of service, increases in traffic hazards, roadway degradation, and reduced emergency access, resulting from increased traffic volumes. Impacts associated with potential conflicts with alternate transportation modes will also be evaluated in the EIR/EIS.

Utilities and Service Systems. Implementation of the proposed project could result in an increase in demand for utilities and service systems in the project area: Tahoe-Truckee Sanitation Agency (TTSA), Northstar Community Service District (NCSD), and other utility service providers. A Water Supply Assessment will be prepared to determine the project's water demand and whether available supplies are sufficient to meet project demands.

Cumulative Impacts. Project implementation could potentially result in significant impacts to the above resource areas. When taken together with the effects of past projects, other current projects, and probable future projects, the proposed project's contribution to the overall cumulative effect of all these activities could be considerable.

3 PROJECT APPROVALS

3.1 REQUESTED ACTIONS

The following actions by Placer County would be required to implement the proposed project for the entire project site (both East and West Parcels):

- Certify the Martis Valley West Parcel Specific Plan project EIR/EIS.
- Amend the Martis Valley Community Plan (MVCP) land use plan. Under the MVCP, the West Parcel is designated Forest (except for the portion in the Basin) and zoned Timber Production (TPZ) and the East Parcel is designated Forest, Low-Density Residential and General Commercial and zoned TPZ, Single-Family Residential and General Commercial. The project proposes to designate the entire East Parcel as Forest, with a conservation easement. In addition, the West Parcel would be designated as the Martis Valley West Parcel Specific Plan to include Residential, Commercial and Forest uses.
- Amend the North Tahoe Area General Plan.
- Rezone the East Parcel TPZ and the West Parcel to Martis Valley West Parcel Specific Plan.
- Adopt the Martis Valley West Parcel Specific Plan.
- Approve a Development Agreement.
- Approve the Area Plan. The Area Plan, specific to this project, would redesignate the approximate 112 in-Basin acres of the West Parcel currently located within three different Plan Areas – 013 Watson Creek (Conservation), 015 North Star (Recreation) and 019 Martis Peak (Conservation) to Resort Recreation as defined in the TRPA Code of Ordinances. Although the entire 112 acres would be designated Resort Recreation, 85.3 acres would be developable and the remaining acreage would be left for open space and recreation. The Watson Creek (013), North Star (015) and Martis Peak (019) Plan Area Statements would be superseded by the Area Plan as to the 112 acres but remain in full force and effect as to the remainder of the land within their respective boundaries. Approve an immediate withdrawal from TPZ on the West Parcel.

The following actions by TRPA would be required to implement the proposed project for the 112.8 acres of the West Parcel within the Tahoe Basin:

- Certify the Martis Valley West Parcel Specific Plan project EIR/EIS.
- Approve an amendment to Map 1 of the Regional Plan to delineate the 112.8 in-Basin acres of the West Parcel.
- Approve an amendment to the Basin boundary as currently delineated on TRPA's Regional Maps.
- Approve an Amendment to the definition Resort Recreation in the Regional Plan and Code of Ordinances to allow for a third Resort Recreation District in the Basin.
- Approve the Area Plan.

Future project implementation would include:

- Large Lot Tentative map
- Improvement Plans
- Small Lot Tentative Maps

3.2 PERMITS AND APPROVALS

The EIR/EIS may be used by other federal, state, and local agencies in the decision-making process for additional permits and approvals that might be required for the proposed project. These could include, but are not limited to:

- Lahontan Regional Water Quality Control Board (RWQCB) NPDES permit, approval of the Storm Water Pollution Prevention Plan (SWPPP), and Section 401 Water Quality Certification,
- State Water Resources Control Board filing of Notice of Intent to obtain a General Construction Activity Storm Water Permit before project construction,
- California Board of Forestry (through CAL FIRE) approval of the Immediate Withdrawal from the Timberland Production Zone (TPZ),
- Section 404 permit,
- Northstar Community Services District, annexation of the project site into the NCSD service area,
- California Department of Fish and Wildlife Streambed Alteration Agreement, and
- California Department of Transportation (Caltrans) encroachment permit.