PLANNING COMMISSION STAFF REPORT
Meeting Date: August 16, 2022

To: Town of Truckee Planning Commission

From: Laura Dabe, Associate Planner

RE: Soaring Ranch Phase 3 (Application #2021-00000097/DP-PD AMD-UP-ZC); 10701 Soaring Way (APN 019-620-067-000); Applicant: J-MAR 2, LLC; Owner: JMAR-3, LLC; Agent: Rob Wood, Millennium Planning and Engineering

Approved by: Denyelle Nishimori, Community Development Director

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Recommended Action: That the Planning Commission adopt Resolution 2022-12, determining the project consistent with the adopted Joerger Ranch Specific Plan and thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur), and approving the Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance, based on the recommended findings and subject to the recommended conditions of approval.

Project Summary: The applicant is requesting approval of land use entitlements for Soaring Ranch Phase 3, a mixed-use commercial and residential project located at 10701 Soaring Way (APN 019-620-067-000) within the Joerger Ranch Specific Plan Area. The applicant requests the following land use approvals:

- **Development Permit** for projects that involve new non-residential structure(s) with 7,500 square feet or more of total gross floor area, 26,000 square feet or more of site disturbance, and/or 11 or more multi-family residential units;
- **Planned Development Amendment** to revise the overall Soaring Ranch site plan to integrate the Phase 3 mixed-use development;
- **Use Permit** to allow for multi-family residential units in the CR (Regional Commercial) zoning district at a density of 12 dwelling units per acre, consistent with the General Plan and Joerger Ranch Specific Plan, and to permit an accessory daycare use as a residential amenity for the tenants; and
- **Zoning Clearance** to permit 7,834 sq. ft. of retail space in the CR zoning district.

In addition to the above land use entitlements, the applicant is requesting approval of a 50 percent density bonus to increase the number of residential units from 73 to 109, with 18 “lower income” affordable housing units. Through the density bonus concessions, modifications to the residential parking requirements are requested to reduce the amount of required residential parking by 107 parking spaces (a 36 percent reduction) and to allow all of the residential parking to be provided through uncovered parking spaces.

The Phase 3 project is located adjacent to the Soaring Ranch Phase 1 retail project (anchored by the Raley’s grocery store) and the unbuilt Soaring Ranch Phase 2 project (a mixed-use commercial and residential project on Soaring Way approved by the Planning Commission in February 2021). The Phase 3 project proposes four buildings with a total of 7,834 sq. ft of retail floor area and 109 multifamily residential units (91 unrestricted market-rate units and 18 deed-restricted affordable units). All four proposed buildings are four stories in height. Two of the buildings feature retail space on the ground floor with three floors of multi-family residential units above; two of the buildings propose four stories of multi-family residential units. A total of 188 onsite parking spaces are proposed.

The Soaring Ranch project is part of the adopted Joerger Ranch Specific Plan, which was approved in March 2015. Soaring Ranch Phase 1 was approved in March 2018 to allow development of the 16.3-acre parcel located in the southeast quadrant of the Joerger Ranch Specific Plan Area within the Regional Commercial zone district and Regional Economic cluster. Soaring Ranch Phase 2 was approved by the Planning Commission in February 2021, approving a mixed-use commercial and residential development and modifying the previously approved overall site plan to reduce the amount of commercial floor area. An Environmental Impact Report (EIR) was certified at time of Specific Plan approval and includes a series of mitigation measures and infrastructure phasing requirements which are required to be implemented as part of buildout of the Specific Plan. The Specific Plan was amended (to address questions about the Plan's housing requirements and inconsistencies within the original Plan) and an EIR Addendum adopted on June 8, 2021; however, as noted in the "Discussion/Analysis" section below, a Preliminary Housing Development Application was submitted for the Phase 3 project on March 1, 2021. Pursuant to state law, the preliminary application locked in the development standards in place at that time for future land use entitlements. Therefore, the Phase 3 project is subject to the requirements of the 2015 Joerger Ranch Specific Plan.

Major Discussion Topics: Staff has identified the following major discussion topics to help guide the Planning Commission's discussion:

- Is the proposed project consistent with the objective standards of the 2015 Joerger Ranch Specific Plan, 2025 General Plan, and January 7, 2021 Development Code?
- Have all potential compatibility issues for the proposed uses been addressed through the draft conditions of approval?

Under State law, review of housing development projects is limited to objective standards. The Commission has the discretion to modify, add or delete recommended conditions of approval as a way to make the required findings.

Planning Commission's Role: As the review authority for the proposed project, the Planning Commission's role is to review the proposed development for compliance with the Town's policies and objective development standards, including consistency with the Joerger Ranch Specific Plan, Development Code and General Plan.

Location/Setting: The 16.3-acre Soaring Ranch project site is located in the Joerger Ranch Specific Plan Area, southeast of the Highway 267/ -Soaring Way/Brockway Road intersection.

The site is bounded by Highway 267 to the south, Truckee Tahoe Lumber Company and the Hampton Inn to the east, and vacant parcels within Joerger Ranch along the other property boundaries. The Truckee-Tahoe Airport is located to the northeast of the site. The Soaring Ranch project area is shown in Figure 1.



Figure 1: Soaring Ranch Project Area

The 16.3-acre Soaring Ranch project site was subdivided into three parcels with recordation of the Soaring Ranch Parcel Map on June 17, 2021 (Town of Truckee Application #2020-00000096). The subdivision created three new parcels: Parcel 1 (5.52 acres), Parcel 2 (4.72 acres) and Parcel 3 (6.06 acres), as shown in Figure 2 below. The Phase 3 project site is located on Parcel 3, the 6.06-acre parcel in the southeast corner of the Soaring Ranch project area (10701 Soaring Way; APN 019-620-067-000), to the south and east of the existing Phase 1 development (anchored by Raley's and Mountain Hardware) and to the south of the future Phase 2 project approved by the Planning Commission in February 2021.

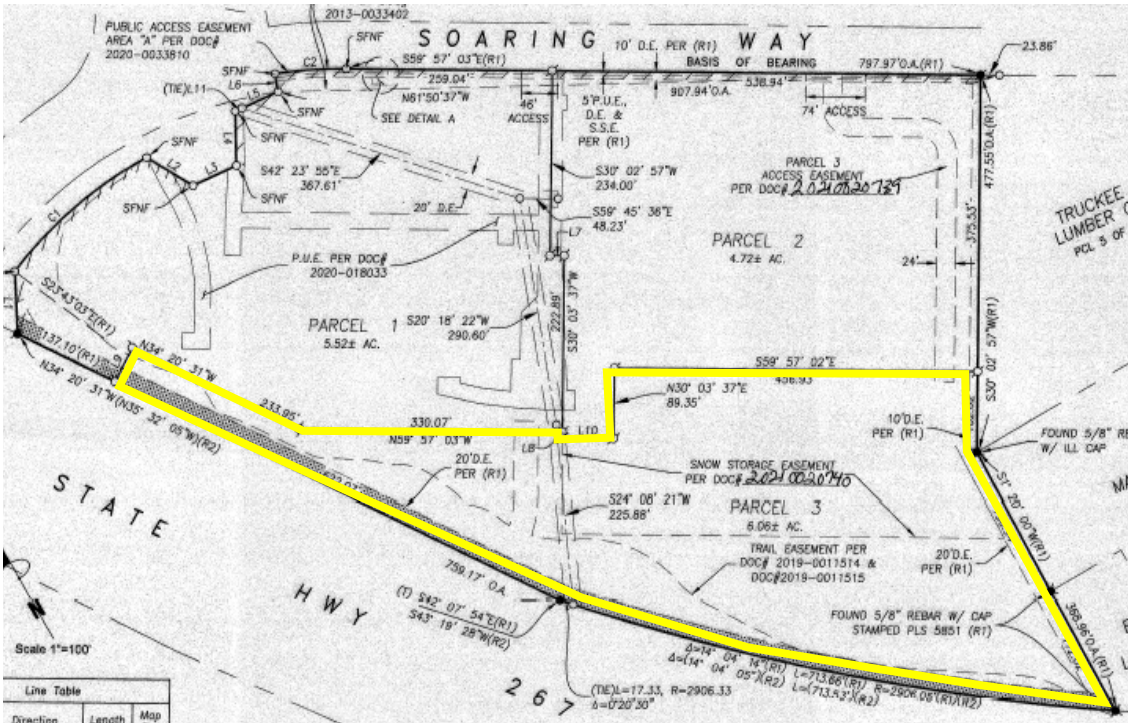


Figure 2: Soaring Ranch Phase 3 Parcel

Project Site Information:

General Plan Designation:	Planned Community
Regulatory Document:	Joerger Ranch Specific Plan (March 2015)
Zoning District:	Regional Commercial (CR)
Parcel Size:	6.06 acres

Discussion/Analysis:

Background

The Joerger Ranch Specific Plan was adopted by the Town in March 2015. The Specific Plan area consists of approximately 67 acres at the southern entrance to Truckee along Highway 267. The Specific Plan area has a long history of development planning and buildout conceptualization over the course of nearly 20 years. Key concepts in the Specific Plan include economic diversification, regional business clustering and open space protection. Buildout of the Plan Area is envisioned to bridge the gap between the small specialty restaurant and retail uses in Downtown Truckee and the large big-box anchored supercenter that would provide new sources of property tax and sales tax, but would fundamentally conflict with Truckee's small mountain town character. The Specific Plan established areas zoned for a number of different uses, including Regional Commercial (CR), Lifestyle Commercial (CL), Business Innovation (BIZ), Manufacturing (M1), Open Space (OS-P), and Workforce Housing (RMW-20), as shown in Figure 3:

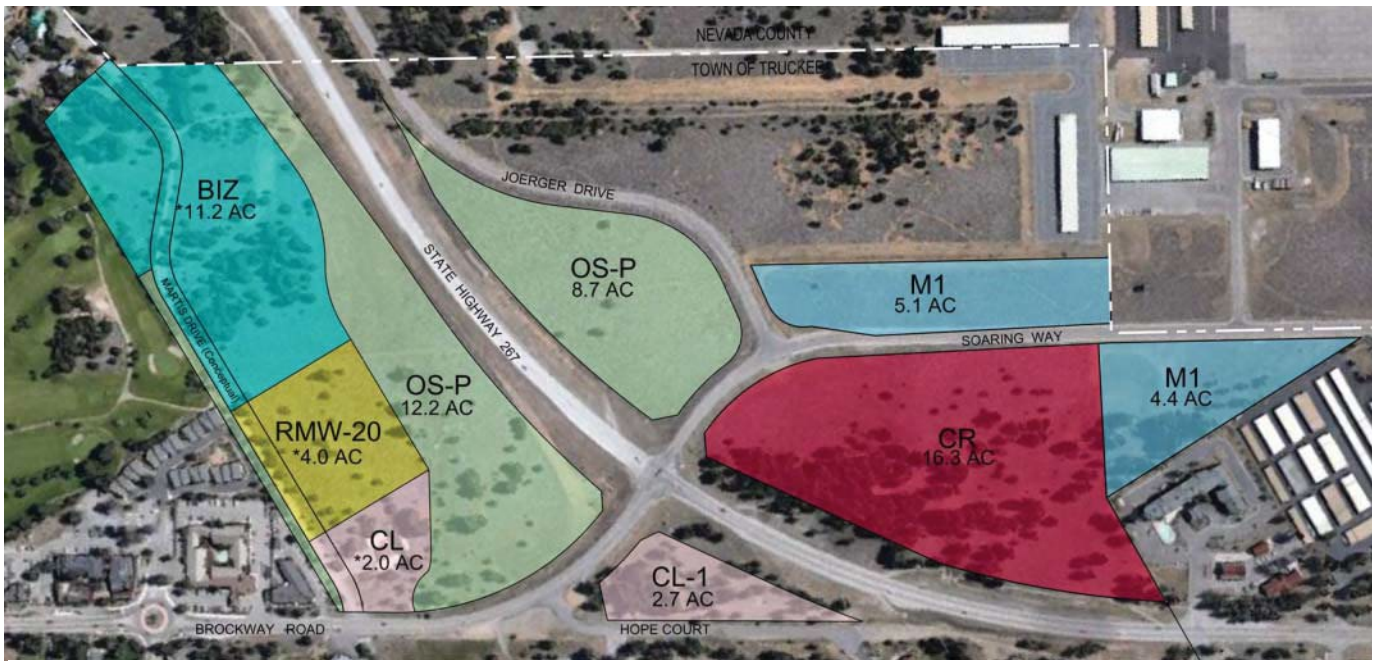


Figure 3: Joerger Ranch Specific Plan Area

Since adoption of the Specific Plan, three projects have been approved within the Plan area:

- The Soaring Ranch project was approved by the Town Council in March 2018 to allow development of a 119,704 sq. ft. retail center with three phases of development on a 16.3-acre parcel within the Regional Commercial zone district, located in the southeast quadrant of the Joerger Ranch Specific Plan Area at the intersections of Soaring Way, Joerger Drive and State Route 267 (Town of Truckee Application #2017-00000078; Council Resolution 2018-01). The three phases of development included Phase 1 (5.5 acres with a 35,704 sq. ft. Raley's grocery store, attached 12,000 sq. ft. co-anchor and 7,000 sq. ft. freestanding commercial building); Phase 2 (5.4 acres with 65,000 sq. ft. of retail space within four retail buildings); and Phase 3 (5.4 acres with no uses proposed). Construction of the Raley's grocery store (35,478 sq. ft.) and Mountain Hardware co-anchor (12,000 sq. ft.) was completed in the summer of 2020, and construction of the freestanding multi-tenant commercial building (9,294 sq. ft.) was completed in summer of 2021.
- A Zoning Clearance for the Truckee Tahoe Lumber Company project was approved in March 2018 on a 4.36-acre parcel on Soaring Way, adjacent to the Soaring Ranch project site (Town of Truckee Application #2017-00000155). Construction was completed in October 2020 of a 2,003 sq. ft. retail/showroom building, 11,088 sq. ft. enclosed storage building and 30,492 sq. ft. covered storage building.
- The Soaring Ranch Phase 2 project was approved by the Planning Commission in February 2021 (Town of Truckee Application #2019-000000178; Commission Resolution 2020-24), approving a mixed-use project in four buildings with a total of 31,523 sq. ft. of commercial floor area (15,984 square feet of retail space, 6,339 square feet of office space and 9,200 square feet of restaurant space) and 69 rental multifamily residential units (61 unrestricted market-rate units and 8 deed-restricted affordable housing units). The four buildings ranged in height from two to four stories, with commercial space on the ground floor of each building and multi-family residential units on the floors above. Land use entitlements for the project included a Development Permit Amendment to revise the previously approved amount of retail space and replace the commercial floor area with multifamily residential units; Planned Development Amendment to revise the previously approved site plan; Tentative Map Amendment to modify the previously approved Tentative Map parcel sizes; and Use Permit for multifamily residential units in the CR zoning district. Approval of a 26 percent density bonus to increase the number of residential units from 55 to 69, with eight affordable units,

was also requested, along with density bonus concessions related to parking. A building permit application was submitted for Phase 2 in February 2022 and is currently in the plan review process. The building permit application includes a total of 111,351 sq. ft. (35,766 sq. ft. of commercial floor area and 75,585 sq. ft. of residential floor area).

During the review of these first projects within the Specific Plan area, a number of questions were raised about Specific Plan implementation versus community buildout expectations. On February 9, 2021, the Town Council discussed potential amendments to the Joerger Ranch Specific Plan to address these questions and directed staff to approach the amendments with a two-phased approach. The first phase was intended to address immediate questions about the Plan's housing requirements and to address inconsistencies within the original Plan, and would take place on an expedited timeframe. The second phase would address the bigger picture questions about the Specific Plan goals and vision (including land use and zoning questions) and would occur as part of or in tandem with the 2040 General Plan Update. The Planning Commission reviewed the Phase 1 amendments on March 1, 2021 and forwarded a recommendation to the Council, which took action to approve the amendments and adopt an EIR Addendum on June 8, 2021 (Town of Truckee Application #2021-00000012; Council Resolution 2021-14).

On March 1, 2021, the Soaring Ranch developer submitted a Preliminary Housing Development Application for Phase 3 (Town of Truckee Application #2021-00000023). The application proposed a mixed-use project with 92 multi-family residential units (143,000 sq. ft. of residential floor area), a 5,000 sq. ft. on-site childcare facility and amenity building, and 9,000 sq. ft. of commercial floor area. Under Government Code Sections 65941.1 and 65589.5, an applicant for a housing development project that includes 1) residential units, 2) a mix of commercial and residential uses with two-thirds of the project's square footage used for residential purposes, or 3) transitional or supportive housing may submit a preliminary application that locks in the development standards in effect at the time of submittal. The applicant then has 180 days to submit a full application or the preliminary application expires. Once a complete preliminary application has been submitted, the zoning, design, subdivision and fee requirements in effect as of that date remain applicable to the project for the duration of the review and entitlement process. The Town of Truckee requirements in effect as of March 1, 2021 included the Joerger Ranch Specific Plan adopted on March 24, 2015, the Town of Truckee 2025 General Plan amended on October 23, 2018, and the Truckee Development Code in effect as of January 7, 2021.

A land use entitlement application for the Soaring Ranch Phase 3 project was submitted on August 2, 2021, proposing a mixed-use commercial and multi-family housing project with 109 multifamily residential units (141,841 sq. ft. of residential floor area), a 3,840 sq. ft. daycare amenity for the residential tenants, and 7,834 sq. ft. of retail floor area (Town of Truckee Application #2021-00000097). The application included a 50 percent density bonus to increase the amount of residential units from 73 units (allowed based on the density of 12 dwelling units per acre) to 109 units and to modify the parking requirements for the project. Pursuant to State law, in order for a housing development application to remain vested following submittal of a Preliminary Application, the project is limited to a change in dwelling unit count of less than 20 percent, exclusive of any increase resulting from the receipt of a density bonus, concession, waiver or similar provision. Town staff determined that the application had been submitted within 180 days of the preliminary application submittal and deemed complete within the required timeframes under State law, and the proposed unit count was consistent with the requirements for a housing development application to remain vested; therefore, the project was subject to the standards in place as of March 1, 2021. This means that the Joerger Ranch Specific Plan amendments that went into effect on June 8, 2021 do not apply to the Phase 3 project.

Project Description

The Soaring Ranch Phase 3 project proposes a mixed-use development with four buildings and a total of 149,675 sq. ft. of floor area. The project includes 141,841 sq. ft. of residential floor area (including a 3,840 sq. ft. daycare amenity for use by the residents of the project) and 7,834 sq. ft. of commercial floor area (consisting of two retail spaces). All four buildings are proposed to be four stories in height.

The project features two mixed-use buildings with ground floor retail space and three floors of residential units above (Buildings H and K) and two buildings with four floors of residential units (Buildings I and J). The proposed building details are summarized below:

- Building H (46,844 sq. ft.)
  - 30 multi-family residential units (5 inclusionary units and 25 market-rate units)
  - 29,037 sq. ft. of multi-family residential unit floor area
  - 6,209 sq. ft. of ground-floor residential floor area (leasing office, amenity space, residential storage, bike storage and mail center)
  - 6,707 sq. ft. of common area
  - 4,891 sq. ft. of ground-floor retail space
- Building I (29,677 sq. ft.)
  - 26 multi-family residential units (4 inclusionary units and 22 market-rate units)
  - 24,001 sq. ft. of multi-family residential unit floor area
  - 5,676 sq. ft. of common area
- Building J (40,124 sq. ft.)
  - 32 multi-family residential units (5 inclusionary units and 27 market-rate units)
  - 33,233 sq. ft. of multi-family residential unit floor area
  - 6,891 sq. ft. of common area
- Building K (33,030 sq. ft.)
  - 21 multi-family residential units (4 inclusionary units and 17 market-rate units)
  - 20,755 sq. ft. of multi-family residential unit floor area
  - 3,840 sq. ft. resident daycare amenity
  - 5,472 sq. ft. of common area
  - 2,943 sq. ft. of ground-floor retail space

The proposed site plan for the Phase 3 project is shown in Figure 4 below:



Figure 4: Proposed Site Plan

The 109 multi-family housing units proposed within Phase 3 include a mix of unit sizes, including one-bedroom (16 units), two-bedroom (63 units), and three-bedroom (30 units). All of the residential units are proposed to be rental units.

A density bonus is requested in accordance with Development Code Section 18.212.070.B (Bonus, Concessions and/or Incentives for Lower Income Residential Project) and State density bonus law. By deed restricting 24 percent of the project's residential units to "lower income" residents, the project is entitled to up to a 50 percent density bonus, which would allow for up to 110 total units (6.06 acres x 12 dwelling units per acre x 1.5). As proposed, the project includes 109 units, including 91 market-rate rental units and 18 deed-restricted affordable housing units.

According to the applicant's project description, the mix of uses proposed for Phase 3 was developed in response to the need for housing in Truckee, the rapidly changing dynamics associated with brick-and-mortar retail, and the more limited commercial/retail visibility at Phase 3 within the larger Soaring Ranch site. (See Attachment #2 for the proposed plan set and Attachment #3 for a copy of the applicant justification letter/project description.)

Land Use Approvals

The applicant is requesting approval of the following land use entitlements for the proposed project:

- Development Permit: Development Permit approval is required for projects with projects with 7,500 square feet or more of floor area and/or 26,000 square feet or more of cumulative site disturbance. In reviewing Development Permit applications, the focus is on site layout and site/building design to ensure the best utilization of a site as well as compatibility with surrounding properties. The Planning Commission acts as the review authority for consideration of Development Permits and approval of this type of request is discretionary.
- Planned Development Amendment: The applicant is requesting an amendment to the previously approved Planned Development for Soaring Ranch, which included an overall site plan for the project. The Planned Development was required under Development Standard CR-3 of the Specific Plan, which required approval of a Planned Development in conjunction with or prior to subdivision of any property within the CR zone for the purpose of ensuring that development of the entire zone was considered comprehensively. On the approved overall site plan, the Phase 3 project site was designated as "Future Undesignated Uses" with no development proposed. Development Code Chapter 18.78 (Planned Developments) encourages innovation in site planning and other aspects of project design and more effective design responses to the site features, land uses on adjoining properties and environmental impacts than the development standards would normally produce. Planned Developments are encouraged and expected to produce a comprehensive development of greater quality including more effective and attractive pedestrian orientation, environmental sensitivity, energy efficiency and the more efficient uses of resources than would result from the more traditional development review process, while protecting the public health, safety, welfare, integrity and character of the Town and ensuring consistency with the General Plan and any applicable Specific Plan. In order to approve a Planned Development, the Commission must make a specific set of findings in support of the approval.
- Use Permit: Use Permit approval is requested to permit multi-family housing in the CR (Regional Commercial) zoning district, which is a conditionally allowed use with approval of a Use Permit by the Planning Commission. The purpose of a Use Permit is to review proposed land use activities which may be desirable in the applicable zoning district and compatible with adjacent land uses but whose effects on a site and surroundings cannot be determined before being proposed for a particular location. The review process includes evaluating the proposed use to determine if the activity should be allowed on the subject site, and reviewing the configuration, design, location and potential impact(s) of the proposed use by comparing it to the established development standards and design guidelines, as identified in Development Code Chapter 18.76 (Use Permits and Minor Use Permits). The Planning Commission acts as the review authority for consideration of Use

Permits and approval of this type of request is discretionary.

- Accessory Use: As part of the requested Use Permit, approval of an onsite daycare as an amenity for the residential tenants is also requested. Development Code Section 18.58.040 (Accessory Uses – General Standards) allows the approval of accessory uses not allowed in a zoning district when the review authority finds that the accessory use is customarily related to and commonly found with the proposed main use, and is therefore allowable subject to the same land use permit as the main use. A daycare is not an allowed use in the CR (Regional Commercial) zoning district, but may be permitted as an accessory use to the proposed multi-family housing as part of the Use Permit approval under provisions of Section 18.58.040. Table 4.1A of the Specific Plan defers to the Development Code for land use definitions that are not specifically defined in the Plan. The daycare would be limited to a maximum of 14 children in order to comply with the requirements of the Truckee Tahoe Airport Land Use Compatibility Plan (see "Airport Land Use Compatibility" section below for further discussion).
- Zoning Clearance: The applicant is requesting Zoning Clearance approval to permit two retail spaces with a total floor area of 7,834 sq. ft. "Retail Stores, General Merchandise" is a permitted use in the CR zoning with approval of a Zoning Clearance.
- Density Bonus: As part of the above entitlements, the applicant is also requesting approval of a density bonus for the project. Under the 2015 Joerger Ranch Specific Plan, inclusionary housing was not required for the construction of multi-family housing units constructed within Joerger Ranch. However, a developer may choose to propose affordability restrictions in order to qualify for a density bonus, consistent with state density bonus law and Development Code Chapter 18.212 (Density Bonuses). The allowed density for multifamily housing in the CR zoning district is 12 dwelling units per acre, which would allow a total of 73 units on the project site (12 du/acre x 6.0.6 acres). The applicant is requesting approval of a 50 percent density bonus to increase the number of units to 109 units, which would require the developer to restrict 18 of the 109 units for rent to low-income residents. The developer is also requesting modifications to the required residential parking, as discussed in the "Parking" and "Affordable Housing Plan" sections below.

Joerger Ranch Specific Plan Consistency

The Joerger Ranch Specific Plan was framed to implement the General Plan policies for Planned Community-3 and to guide future development of the 67-acre Plan Area. The Specific Plan was designed to provide opportunities for economic diversification, regional business clustering and open space protection. The Specific Plan includes policy language and development standards—both of which are intended to supplant the General Plan policies and Development Code development standards respectively. Accordingly, each phase of development within the Plan Area is required to be consistent with the policies and standards of the Specific Plan.

The proposed project is part of the Regional Economic Cluster within the Specific Plan. The term "economic cluster" is defined as groupings of related businesses, suppliers and associated land uses within a set area. This cluster encompasses the land located along Soaring Way and creates land use opportunities for businesses with region-serving products and services. Implementation of this economic cluster was intended to capture some of the retail leakage and sales tax dollars that currently go to neighboring jurisdictions including Reno and to provide space for larger floorplate businesses that do not physically fit elsewhere in Truckee. The Regional Commercial (CR) zone district was designed to fulfill the Regional Economic Cluster vision and is focused on large floor plate commercial and office uses that serve both local and regional markets and are not easily accommodated in other established commercially zoned areas. The intent is to encourage locally operated businesses and land uses that can enhance Truckee's unique small town mountain atmosphere. The zone district's development standards are a mix of the general CG (General Commercial) standards and specific standards for both commercial zones within the Specific Plan.

A unique aspect of the Specific Plan is the concept of "targeted land uses." These are land uses that were identified in the Specific Plan economic study to diversify Truckee's economy and capture tax

leakage/industry growth dollars and are preferred over other uses in order to further plan goals. The targeted uses for the CR zone district include grocery and/or specialty food markets and large floor plate commercial, office and retail businesses with indoor floor layouts consisting of 5,000 square feet or larger. National retail chains are discouraged unless it can be demonstrated through an economic analysis that such a use will benefit the Town as a whole and avoid or minimize economic impacts to the downtown.

In addition to targeted uses, each zoning district also allows a number of conditionally allowed uses. These are uses which may be desirable in the applicable zoning district and compatible with adjacent land uses, but whose effects on a site and surroundings cannot be determined before being proposed for a particular location. Retail is a permitted use in the CR zoning district with approval of a Zoning Clearance. Multi-family housing is a conditionally allowed use in the CR zoning district with approval of a Use Permit. A daycare facility is not an allowed use in the CR zoning district; however, Development Code Section 18.58.040 (Accessory Uses–General Standards) allows the approval of accessory uses not allowed in a zoning district when the review authority finds that the accessory use is customarily related to and commonly found with the proposed main use, and is therefore allowable subject to the same land use permit as the main use.

As part of the Soaring Ranch Phase 2 project, staff raised a number of questions related to Specific Plan consistency, including that the proposed reduction in commercial floor area in Phase 2 represented a substantial reduction in floor area for a targeted use (from 65,000 sq. ft. to 31,523 sq. ft.) and replacement with a non-targeted use (housing). Staff identified that a mix of uses that better prioritized targeted uses would be more consistent with the Specific Plan focus on providing space for regional commercial uses and would minimize the potential loss of commercial floor area within Phase 2. However, staff acknowledged that providing housing was also an important Town goal, and that the construction of eight affordable housing units available for rent to low-income residents would also have benefit for the community. Staff recommended that the Commission discuss the potential loss of commercial floor area and impacts to the Specific Plan goals for creating a regional commercial center, and whether the benefits of constructing additional housing units would offset those impacts. As part of that discussion, staff recommended that the Commission also consider that the construction of more housing units creates additional demand for the type of services that would be provided by a regional commercial center, and that if these service needs are not met locally, that will increase the need for residents to travel outside the local area for shopping and other service needs. Staff further noted that the loss of commercial floor area in Phase 2 could potentially be addressed through future development of Phase 3, ensuring no net loss of the regional commercial space that was envisioned within the CR zoning district.

As part of the Preliminary Housing Development Application review for the Phase 3 project, staff noted that the amount of proposed commercial floor area (9,000 sq. ft.) was less than a third of the lost commercial floor area from Phase 2 (33,500 square feet), and that the proposed mix of uses in Phase 3 was more heavily residential than what was proposed in Phase 2, with only six percent of the project floor area allocated to commercial uses. The current Phase 3 project proposes to allocate five percent of the overall floor area to commercial uses, featuring two retail spaces with a total floor area of 7,834 sq. ft. in comparison to the proposed residential floor area (141,841 sq. ft.). The table below compares the building permit square footages for the Phase 2 project with the proposed square footages for the Phase 3 project:

	Commercial SF	Total SF	Percentage
Soaring Ranch Phase 2	35,766	111,351	32%
Soaring Ranch Phase 3	7,834	149,675	5%

To address the appropriate mix of uses within the Specific Plan's commercial and industrial zoning districts, the June 2021 Specific Plan amendments required a minimum of at least 50 percent of the floor area in a mixed-use project to be commercial/industrial space, consistent with Development Code Section 18.58.140 (Mixed Use Development). However, as previously noted, the Phase 3 project is not subject to the requirements of the current Specific Plan. While staff believes that a balanced mix of commercial and residential uses for the Phase 3 project would help ensure consistency with the overall objectives of the Specific Plan, as well as with the Town's goals of preserving commercial and industrial/manufacturing floor

area and providing adequate services to support new residential development, the 2015 Specific Plan did not require a specific amount of commercial/industrial floor area in a mixed-use project. Multi-family residential units are a conditionally allowed use in the CR zoning district at a density of 12 dwelling units per acre, and state density bonus law allows for up to a 50 percent increase in the total number of residential units that may be constructed. Due to the fact that the 2015 Specific Plan allowed multi-family housing as a conditionally allowed use in the CR zone and does not mandate a minimum amount of commercial floor area as part of a mixed-use project, staff has determined that the mix of uses proposed Phase 3 project is consistent with the requirements of the 2015 Joerger Ranch Specific Plan and current State laws related to housing production.

Workforce and Inclusionary Housing

As part of the 2015 Joerger Ranch Specific Plan adoption, a four-acre portion of Parcel 3 along Martis Drive near Brockway Road was zoned and planned to accommodate a majority of the Specific Plan's workforce housing demand and was intended to serve as the primary workforce housing location for the Specific Plan. Development within the RMW-20 zone is limited to high density residential units between 18 and 20 dwelling units, which equates to a minimum of 72 dwelling units and a maximum of 80 dwelling units. The RMW-20 zone district combined with payment of in-lieu fees was intended to capture the workforce housing needs of all future buildout of the Specific Plan. Table 7.4A of the Specific Plan (Workforce Housing Calculations by Zoning District) identifies that the number of workforce housing units generated by development of the CR (Regional Commercial) zone was 50.7 housing units. Table 7.4B (Workforce Housing In-Lieu Fees by Parcel) identifies a required in-lieu fee for the CR zone of $503,620.

Because the Specific Plan identified the RMW parcel as the designated workforce housing site, the Plan did not require individual projects to construct workforce housing on-site. However, Specific Plan Policy P8.7 stated that building permits for any square footage that brings the development total within the Specific Plan to more 181,645 sq. ft. are prohibited from being issued unless foundations have been installed for the workforce housing units in the RMW-20 zone. As part of the Soaring Ranch Phase 2 project approval, the Commission discussed the calculation for the RMW-20 trigger and determined that the correct square footage calculation based on 40 percent of the development potential within the CR zoning district was 139,828 sq. ft. Commission Resolution 2020-24 included Condition of Approval #23, which stated that the Joerger Ranch Specific Plan affordable housing program should be amended to reflect that construct that the trigger to construct the workforce housing units on the RMW-20 parcel is based on 139,828 sq. ft. of non-residential floor area. This update was included in the subsequent Specific Plan amendments that took effect on June 8, 2021. However, as previously noted, the Soaring Ranch Phase 3 project is vested under the 2015 Joerger Ranch Specific Plan, which identified the square footage trigger for construction of the RMW parcel as 181,645 sq. ft.

Based on the constructed square footages in Soaring Ranch Phase 1 and Truckee Tahoe Lumber, the calculated square footages in the Soaring Ranch Phase 2 building permit, and the proposed square footages in Soaring Ranch Phase 3 land use application, the current anticipated buildout of the Joerger Ranch development is summarized below:

Joerger Ranch Anticipated Buildout - 2022		
	Commercial SF	**Residential SF**
Soaring Ranch Phase 1	56,772	
Truckee Tahoe Lumber	44,063	
Soaring Ranch Phase 2	35,766	75,585
Soaring Ranch Phase 3	7,834	141,841
Subtotal	**144,435**	**217,426**
Total	**361,861**	

Based on the above calculations, the new total square footage of non-residential development within the Specific Plan area would be 144,435 sq. ft. This is less than the 181,645 sq. ft. threshold that would trigger

the requirement to construct workforce housing on the RMW-20 parcel under the requirements of the 2015 Joerger Ranch Specific Plan.

To address the $503,620 workforce housing in-lieu fee that was required for development in the CR zoning district, the Soaring Ranch developer requested that the Town accept a letter of credit which would allow construction of eight deed-restricted affordable housing units within Soaring Ranch Phase 2 rather than payment of the in-lieu fee. The terms of the letter of credit required construction of the deed-restricted units to commence within nine months of project approval, or by May 1 if that date fell within the Town's grading prohibition (October 15 to April 30). The Soaring Ranch Phase 2 project was approved on February 19, 2021, which means the deadline to commence construction of the deed-restricted units was May 1, 2022. A building permit application was submitted on February 28, 2022 and is currently under review by the Town. Due to the fact that the building permit application was submitted before the May 1 deadline, the Town agreed to allow a one-year extension to the deadline to allow the applicant additional time to complete the building permit review process and begin construction, with a new deadline of May 1, 2023.

Under the 2015 Joerger Ranch Specific Plan, inclusionary housing was not required for the construction of multi-family housing units within the Plan area. This means that any housing constructed within Joerger Ranch was not subject to the Town's inclusionary housing ordinance, which requires 15 percent of all new housing units to be affordable. A developer may choose to propose affordability restrictions in order to qualify for a density bonus, consistent with State law and Development Code Chapter 18.212 (Density Bonuses); however, no inclusionary housing is required. As part of the June 2021 Specific Plan amendments, the Plan was amended to require future projects within the Plan area to comply with the Town's requirements for inclusionary and workforce housing. However, the Plan states that these requirements to not apply to projects with vested rights granted or created pursuant to State law prior to the effective date of the Specific Plan amendments, which includes the Soaring Ranch Phase 3 project.

Site Design and Architecture

Under State law, review of housing development projects is limited to objective design standards. These are the criteria under which a project can be determined to be inconsistent with a jurisdiction's requirements for architecture and site design. Subjective design guidelines may not be used in the review of a housing project in determining whether a project should be approved or denied.

In reviewing the Phase 2 project, staff noted that the design standards for the CR zoning district were geared toward the design of commercial projects because a large amount of residential was not envisioned within this zone district when the standards in the Plan were developed. Staff identified a number of areas where the Specific Plan design guidelines should be revised to create objective design standards for the review of future project involving housing. These recommendations were incorporated into the June 2021 Specific Plan amendments and will apply to the review of future projects within the Plan area. However, because the Phase 3 project is vested under the 2015 Joerger Ranch Specific Plan requirements, only the objective standards in the original Specific Plan along with the Development Code standards in effect at the time the application was vested (i.e., the January 7,2021 Development Code) may be considered in reviewing the project's design.

Below is a summary of the objective design standards applicable to projects within the CR zoning district, as well as the Specific Plan general development standards for the commercial zones:

General Development Standards

- CG-1: Loading facilities shall be located at the rear of buildings and screened from any public rights-of-way with fencing and/or landscaping.
- CG-2: Any land uses established prior to the date of the adoption of this Specific Plan and located in the River Protection (-RP) or Historic Preservation (-HP) overlay districts shall be considered a Targeted Land Use.
- CG-3: Parking lots with 50 or more parking spaces shall be divided into separate areas by landscaping or walkways at least ten feet in width, or by a building or group of buildings.
- CG-4: The construction and operation of solid waste & recyclable material storage areas shall comply with Development Code Section 18.30.150 (Solid Waste / Recyclable Materials Storage).

- CG-5: Maintain a minimum 30' building setback from Highway 267 right-of-way. Preserve tree clusters within this setback area and prohibit tree removal of greater than 12" diameter.
- CG-6: All land use applications for development on the CR (Regional Commercial) zoned parcel shall include a tree preservation plan for review and approval by the Planning Commission. The plan shall demonstrate that the proposed tree protection and removal will ensure the preservation of a sufficient amount of mature trees to screen buildings from views along Highway 267.
- CG-7: Prohibit the use of beige, tan, cream, white and similar colored stucco and plaster.
- CG-8: Woodstoves, zero clearance fireplaces, and other woodburning devices are prohibited. Woodfired ovens may be approved by the Community Development Director with payment of air quality mitigation fees.

CR Development Standards

- CR-1: Parking lots shall be limited to 40% of a parcel's street frontage.
- CR-2: A minimum 6-foot landscape buffer shall be provided adjacent to the edge of the existing or future sidewalk along Soaring Way.
- CR-3: Planned Development approval shall be required in conjunction with or prior to subdivision of any property within the CR zone. The purpose of this requirement is to ensure that development of the entire zone is considered comprehensively.
- CR-4: Parking lots shall be prohibited within 100-feet of the State Highway 267 right-of-way boundary.
- CR-5: Parking lots located within 300-feet of the State Highway 267 right-of-way boundary shall provide screening equivalent to two trees and four shrubs for every five parking stalls. Where the review authority determines that the parking is sufficiently screened by buildings, this requirement may be lessened.

(CG) GENERAL DEVELOPMENT STANDARDS		
	CL	CR
Front Setback	Minimum: 0-foot if no parking is proposed between the building and the Town right-of-way; 10-foot landscaped setback when parking is proposed.	
Side Setback	Minimum: 0-foot; 6-foot landscaped setback when parking is proposed	
Rear Setback	No minimum except as may be required by other standards and/or guidelines contained within this Specific Plan.	
Floor Area Ratio (FAR)	0.25 Maximum	0.25 Maximum
Height Limit	50 feet	50 feet
Parking & Loading	As required by Development Code Chapter 18.48 (Parking and Loading Standards)	
Site Coverage	No maximum	
Landscaping	As required by Development Code Chapter 18.40	
Outdoor Activities	As allowed by Development Code Chapters 18.58.190 & 18.58.200	

As part of the Soaring Ranch Phase 2 project review, the proposed architecture and site design were reviewed by the Town's Architectural Review Committee (ARC). A number of the recommendations from staff and the ARC were incorporated into the final design for the project, which the Planning Commission found to be consistent with the requirements of the Joerger Ranch Specific Plan. These recommendations included suggestions to address the mass and scale of the proposed mixed-use buildings to create a sense of pedestrian scale, achieve a sense of cohesiveness with the existing development in Phase 1, and ensure compatibility of the project with the surrounding development in the area.

With the layout of Soaring Ranch, the Phase 3 project will be located behind the approved Phase 2 development, which will provide filtered views of the project from Soaring Way. The project will be surrounded by existing development to the north (Soaring Ranch Phase 1) and south (Truckee Tahoe Lumber Company and the Hampton Inn), and by existing trees to the west along State Route 267. As a result, the project is expected to be less visible from public rights-of-way than the previous Soaring Ranch projects. A rendering of the proposed project prepared by the applicant team is included in Figure 5 below:



Figure 5: Rendering of Proposed Project

Due to the limited discretion available in the review of housing development projects under current State law, and based on the fact that the Phase 3 project is similar to the approved design of the Phase 2 project and will be less visible to public view, staff did not schedule an ARC review of the Phase 3 project. Rather, staff worked with the applicant team to address areas of inconsistency with the Town's objective standards, such as snow storage and solid waste. Modifications in response to staff's feedback on these design elements were incorporated into the final plan set by the applicant team. Additionally, staff has proposed recommended conditions of approval in Draft Resolution 2022-12 to ensure consistency of the project with the Town's objective development standards.

Site Plan

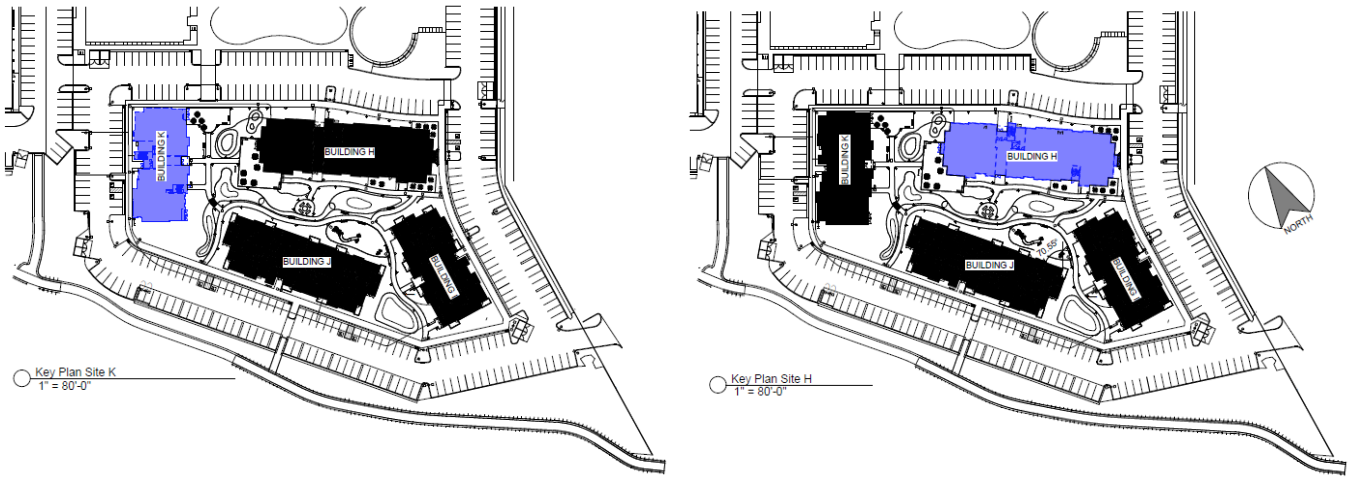
The proposed site plan includes 43 percent site coverage (115,674 sq. ft.) and 57 percent open space/ landscaping (148,300 sq. ft.). The site coverage includes 40,706 sq. ft. of building footprints (15%), 52,783 sq. ft. of asphalt pavement (20%) and 22,185 sq. ft. of concrete walkways/patios (8%). As noted in the general development standards table above, there is no maximum site coverage requirement for the CR zoning district. Landscaping is required in compliance with Development Code Chapter 18.40.

In reviewing the design proposed as part of the Preliminary Housing Development Application, staff noted that the development standards and design guidelines for the CR zone are geared toward commercial development projects rather than residential projects due to the fact that a large amount of residential development was not originally envisioned within the CR zone, and recommended referring to the design standards in Development Code Section 18.58.180 (Multi-Family Residential Projects) and the RMW-20 development standards in the Specific Plan to ensure that the project addressed both the residential and commercial components of the project and achieves the Town's goals for mixed-use projects.

Staff also noted that the site plan provided with the preliminary application reflected the same layout for Phase 3 that was shown on the site plan submitted for a previous preliminary application review in 2019. At that time, the Phase 3 project proposed four buildings with 150 multi-family housing units. Feedback on

the site layout was provided to the applicant in a Preliminary Application Review letter in February 2019, including staff's recommendation to better integrate the uses on Parcels 2 and 3 into a cohesive mixed-use design, and that a mixed-use project (with residential uses incorporated throughout the project site on above the commercial spaces) would be more consistent with the commercial focus of the CR zone.

The current site design is similar to the previous site layouts proposed in the preliminary applications, with four buildings clustered in the center of the Phase 3 site around landscape and common open spaces, surrounded by surface parking and drive aisles. However, the current layout proposes to locate the two buildings with ground-floor retail space (Buildings H and K) closer to the commercial uses in Phases 1 and 2, with the residential-only buildings located toward the rear of the project site, closer to State Route 267. The locations of the two mixed-use buildings are shown in blue in the diagrams below:



While the overall amount of commercial spaces proposed within Phase 3 is minimal, incorporating ground-floor retail space into two of the buildings and locating the two mixed-use buildings near the existing and future commercial development in Phases 1 and 2 shows that the applicant team has made some effort to provide the type of integration previously recommended by staff. The applicant team has also worked with staff to ensure that the project is consistent with the Town's requirements for solid waste/recyclables storage and snow storage, and has proposed common open space amenities similar to the Phase 2 project, including a bike maintenance station near the trail connection, passive recreation areas, and community gathering spaces. Conditions of approval related to these site design components are included in Draft Resolution 2022-12.



Figure 6: Rendering of Proposed Project

Architecture

Staff noted in the Preliminary Housing Development Application review that the General Design Guidelines for commercial zoning districts state that a variety of building sizes, heights and orientation should be provided. Where feasible, buildings in the commercial zone should be designed to incorporate a combination of one- and two-story massing, anchored by vertical elements with interesting roof lines. Staff

noted that incorporating design elements into the architecture of these buildings could help visually break up the massing and achieve a sense of pedestrian scale without reducing the height of the buildings. Staff also noted that the dominance of residential uses in Phase 3 could result in the buildings reading as apartment buildings rather than mixed-use buildings, and that the incorporation of ground-floor commercial spaces would provide an opportunity to create pedestrian activity along the building frontages. If retail or restaurant uses were envisioned in the Phase 3 commercial spaces, staff recommended that outdoor areas should be incorporated into the design to add further activity and interest. While some of this feedback was based on design guidelines rather than objective standards, it may be helpful in understanding the context of the current design proposed and how it relates to previous feedback provided to the applicant team.

The proposed architecture for the Phase 3 project is shown below (see Attachment #2 for the full plan set):

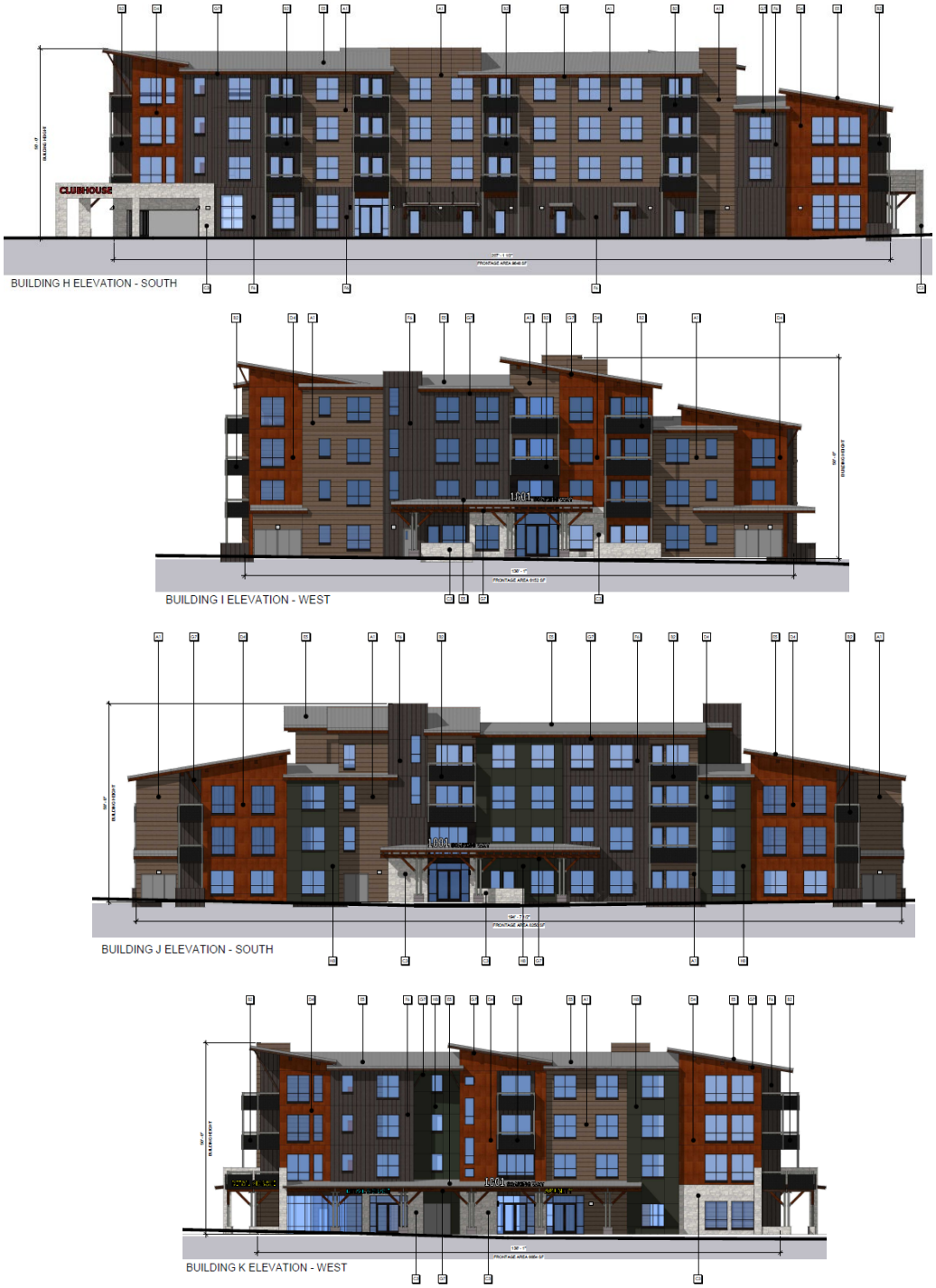


Figure 7: Proposed Building Elevations

All four of the buildings within Phase 3 are proposed to be four stories, which does not provide variety in the overall building heights. However, with each building, the applicant team included variations in roof pitches, one- and three-story design elements, material changes, and pedestrian-scale features on the ground level (such as distinct entryways) the to help break up the massing and provide visual interest.

The proposed materials are shown in the legend to the right and include cementitious panels, metal siding and panels, precast stone veneer, standing seam metal roofing, metal siding, wood fascia/trim, and composite tile panels. For comparison, the approved Phase 2 materials included cementitious vertical siding; metal panels and roofing; cedar trim, fascia and molding; stone veneer; structural timbers; and board formed concrete. Some changes were proposed by the applicant team through the building permit submittal to ensure that the final colors and materials are consistent with the approved elevations.

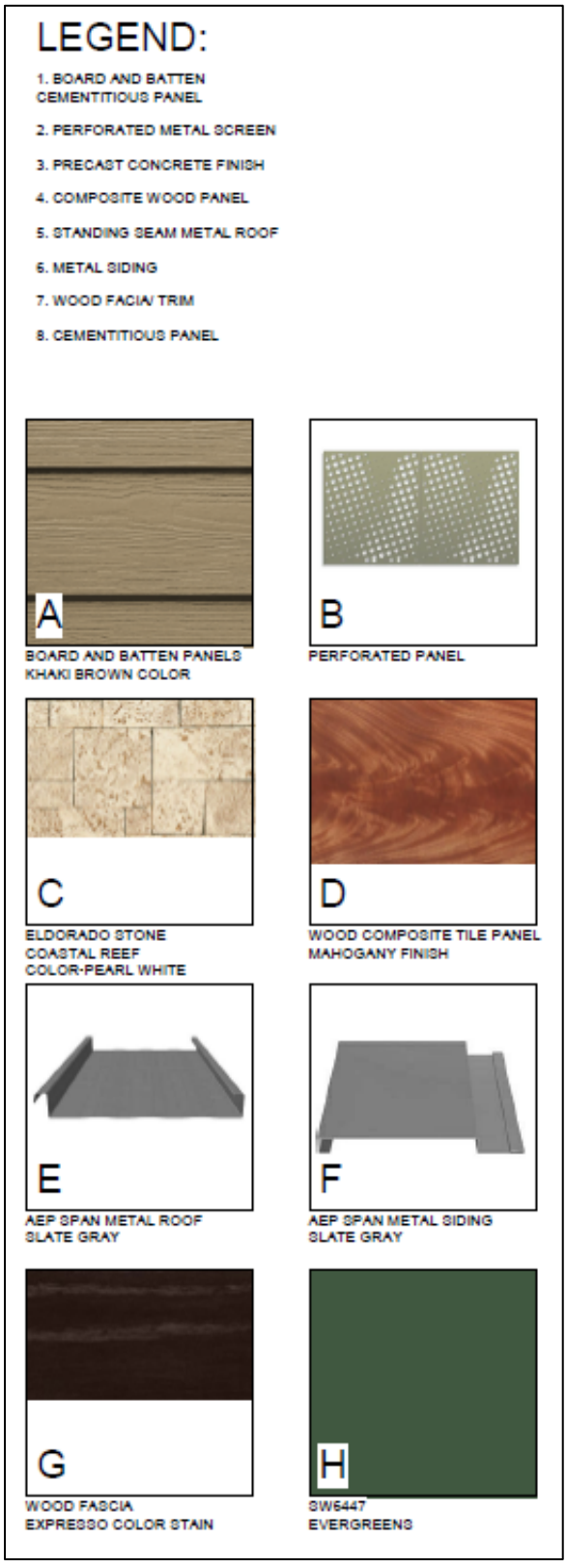


Figure 8: Proposed Materials

In reviewing the currently proposed Phase 3 plans along with the latest building permit submittal elevations for Phase 2, staff believes that some of the proposed materials (such as the tile panel material identified as material "D" in the legend) should be modified to ensure consistency with the Phase 1 and 2 project materials, with final review of the colors and materials through the building permit by the Planning Division. Alternatively, the Commission could specify replacement materials as part of its review of the proposed Phase 3 project, such as replacing the tile panels with a material consistent with the previous project approvals, such as Hardie siding, in a compatible color. If the Commission would like to specify replacement materials and/or colors or would like to approve the materials and colors without modifications, staff recommends the Commission modify draft Condition of Approval #77, which defers final review of the materials and colors to the Community Development Director.

Affordable Housing Plan

As noted in the "Workforce Housing" section above, inclusionary housing is not required for housing projects within Joerger Ranch, but a developer may propose affordability restrictions in order to qualify for a density bonus in compliance with State density bonus law and Development Code Chapter 18.212 (Density Bonuses).

The applicant is requesting a density bonus in accordance with Development Code Section 18.212.070 (Bonus, Concessions and/or Incentives for Lower Income Residential Project). The density of 12 dwelling units per acre allows up to 73 units on the 6.06-acre parcel. The applicant is proposing to restrict 24 percent of the units to lower income residents in order to qualify for a 50 percent density bonus. This bonus would allow 37 additional market-rate units to be constructed. A total of 109 units

are proposed (91 market rate units and 18 affordable housing units). Units targeted for lower income households are required to be affordable at a rent that does not exceed 30% of 60% of the area median income.

The 18 affordable units are proposed to be dispersed throughout the four buildings, as identified below:

- Building H: 5 affordable units
- Building I: 4 affordable units
- Building J: 5 affordable units
- Building K: 4 affordable units

The draft Affordable Housing Plan proposed by the applicant identifies the following terms:

- The 18 affordable units will be deed restricted in compliance with Section 18.212.070.A.
- The affordable units shall remain affordable to lower income households for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.
- The units targeted for lower income households shall be affordable at a rent that does not exceed 30% of 60% of the area median income as calculated in accordance with Section 18.210.050.A (Affordable Rent) and the Administrative Guidelines and Procedures.
- Applicant eligibility and initial rental amounts for the affordable units shall be based on the Official State Income Limits (adjusted for family size) in effect at the time of official Certificate of Occupancy.
- The income limit shall be adjusted based on family size.

Additionally, in conversations with the applicant team, they have indicated that the affordable housing plan will also include the additional requirements that were included in the affordable housing plan for Joerger Ranch Phase 2 (i.e., that each of the project's two- and three-bedroom residential units shall include a bathtub; lease agreements for the project's 109 rental units shall include a minimum rental term of no less than six months; and lease agreements for the project's 109 rental units shall prohibit subleases for a term of less than 31 consecutive days). Condition of Approval #83 includes the above criteria and identifies that approval of a final Affordable Housing Plan by the Community Development Director is required prior to building permit issuance.

By restricting 18 units for affordability, the project qualifies for the requested density bonus and parking modifications as discussed in the "Parking" section below. The project is exempt from any additional affordable housing requirements due to the provisions of the 2015 Specific Plan, which exclude multifamily residential projects within the Plan area from the Town's Inclusionary Housing requirements.



Figure 9: Rendering of Proposed Project

Development Code Consistency
Below is a discussion of the project's consistency with the applicable Development Code standards under which the application is vested (i.e., the Development Code in effect as of January 7, 2021).

Parking
With the current site plan, the applicant is proposing a total of 188 onsite parking spaces (182 standard parking spaces and six ADA-accessible spaces). This includes parking for the retail uses in compliance with Development Code Chapter 18.48 (Parking and Loading Standards) and multi-family residential parking in compliance with the parking reductions allowed through the density bonus concessions under Development Code Section 18.212.040 (Concessions and Incentives for Physical Development), Subsection B (Parking Reductions).

Below are the parking calculations for the project based on the Development Code parking standards:

Use	Size	Parking Requirement	Calculation	Required
Retail	7,834	1 space per each 250 SF of gross sales area, plus 1 space per each 600 SF of storage area, and 1 space per each company vehicle	7,834/250	32
Multi-Family Residential	109	1.5 spaces per studio and 1-bedroom unit; 2 spaces per unit with 2+ bedrooms 25% guest parking	16*1.5 + 93*2 = 210 210*0.25 = 53	263
Total Parking Demand				295

Under State density bonus law, the review authority is required to reduce the off-street parking requirements for a residential project to one off-street space for each studio or one-bedroom unit, two off-street spaces for each two- or three-bedroom unit, and no guest parking. With these reductions, the parking demand calculations for the proposed project are summarized below:

Use	Size	Parking Requirement	Calculation	Required
Retail	7,834	1 space per each 250 SF of gross sales area, plus 1 space per each 600 SF of storage area, and 1 space per each company vehicle	7,834/250	32
Multi-Family Residential	109	1 space per studio and 1-bedroom unit; 1.5 spaces per unit with 2-3 bedrooms	16*1 + 93*1.5	156
Total Parking Demand				188

Based on the above calculations, a reduction of 107 parking spaces is proposed through the density bonus parking reductions (which equates to a 36 percent reduction in the amount of required parking).

In addition to the required parking reductions, Section 18.212.040.B states that the residential project may provide the off-street parking through tandem parking or uncovered parking, and that the off-street parking requirements apply to the entire project, including market-rate units. This means that the Town's requirement to provide one parking space per market-rate unit in a fully enclosed garage is not applicable to the proposed project. All parking for the project (for both the affordable and market-rate units) may be provided as surface parking spaces.

Bicycle Parking

Under the requirements of Development Code Section 18.48.090 (Bicycle Parking and Support Facilities) in effect as of January 7, 2021, projects are required to provide bicycle parking spaces at a rate of five percent of the number of vehicle parking spaces required by Development Code Section 18.48.040 (Number of Parking Spaces Required), with a minimum of three spaces required in all cases. The Green Design Principles of the Specific Plan state that non-residential and multi-family residential buildings in the Plan Area shall provide secure bicycle parking spaces or storage for at least five percent of the parking space capacity provided for automobiles.

Based on the parking demand calculation of 295 spaces for the retail and multi-family residential uses based on the demand identified in Development Code Chapter 18.48 (Parking and Loading Standards), the required amount of bicycle parking is calculated below:

Bicycle Parking	5% of parking demand	295*0.05	15

The minimum amount of bicycle parking required for the project is 15 spaces. The applicant is proposing a total of 86 bicycle parking spaces, including 54 spaces in interior bike storage (a 904 sq. ft. interior bike storage room proposed on the ground floor of Building H, which is intended to provide bike storage for the Phase 3 residents) and 32 exterior spaces in eight bike racks (with four spaces per rack). Condition of Approval #87 addresses the bike parking requirements for the project.

Landscaping

A preliminary landscape plan was submitted with the application package. The plan identifies that the required amount of landscaping is 95 trees and 380 shrubs, and the proposed landscaping plan includes 104 trees and 450 shrubs. The planting plan includes a mix of evergreen trees, deciduous trees, shrubs, seed mixes and ground cover.

A rendering of the proposed landscaping provided by the applicant team showing the landscaping proposed throughout the Phase 3 site is included below (see Attachment #2 for the full landscape plans):



Figure 9: Rendering of Proposed Landscaping

Condition of Approval #89 requires approval of a final landscape plan and compliance with the Town's Water Efficient Landscaping standards prior to building permit issuance.

Open Space and Recreation Amenities

Development Code Section 18.58.180 (Multi-Family Projects) requires that all multi-family projects with five or more units incorporate common and private useable outdoor space for passive and active recreational purposes within the project's design. Common open space areas equivalent to a minimum of 250 sq. ft. of open space per dwelling unit are required, as well as a private open space (e.g., balcony, deck or patio) that is immediately accessible to the unit it is designed to serve. Additionally, multi-family projects with 10 or more units are required to provide common recreational amenities. Conditions of Approval #97 and #108 require these requirements to be addressed prior to building permit issuance.

Signage

The Specific Plan does not include signage regulations, and instead relies on the standards in the Development Code. This was purposeful to ensure equality among commercial businesses within Joerger Ranch, the Railyard Master Plan Area and beyond. Both commercial zone districts within the Specific Plan defer to the CG (General Commercial) signage standards. The applicant team chose not to include signage in the application submittal for Phase 3, although typical tenant sign locations were illustrated on the architectural elevations and renderings. The applicant team has requested to defer review of future signage to the building permit process, consistent with the conditions of approval from the 2018 Soaring Ranch approval, which stated that with the exception of the standards for monument signs, the final Sign Plan shall comply with all development standards specified in Development Code Chapter 18.54 (Signs) in effect at time of building permit submittal.

Snow Storage

The applicant has worked with the Town's Engineering Division on preparing a snow storage and off-haul plan for the Phase 3 project. The applicant submitted an Overall Site Plan and Snow Storage exhibit (see Sheet C1.0 of the proposed plan set in Attachment #2) with snow storage area locations and calculations, and an Operational Snow Removal Plan, which included a snow storage exhibit showing both long-term and temporary snow storage locations, as shown in Figure 10 below (see Attachment #4):

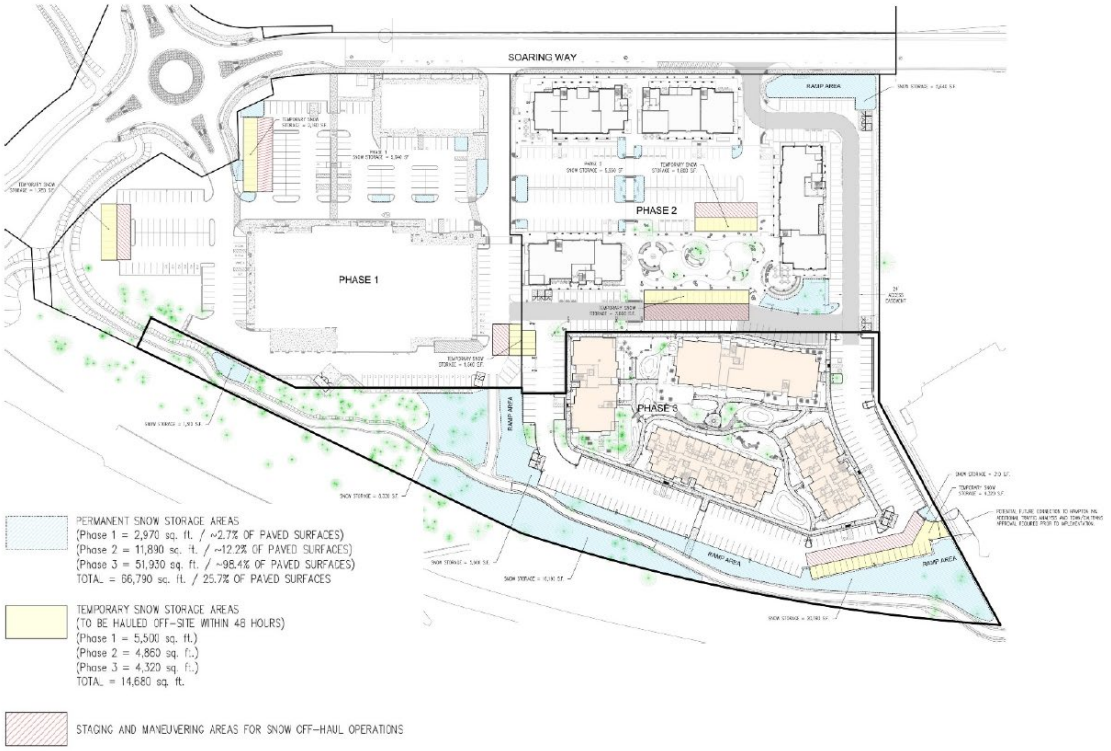


Figure 10: Snow Storage Exhibit

Sheet C1.0 provides calculations for the paved surfaces for all three phases of the Soaring Ranch development, with a total paved area of 259,451 sq. ft. Under Development Code Section 18.30.130 (Snow Storage), the minimum snow storage area for a project in areas with a snow load of less than 200 pounds per square foot is an area equal to at least 50 percent of the total parking and driveway area. For the overall Soaring Ranch project, this would require 129,726 square feet of snow storage. As shown on the proposed plans, the total proposed snow storage area for the three phases is 44,650 sq. ft. (17 percent of the parking and driveway area). The January 7, 2021 Development Code did not require a minimum amount of snow storage to be provided onsite and allowed approval of a long-term snow off-haul plan as part of the land use permit approval.

As noted on Sheet C1.0, snow removal services for the Phase 1 project are currently provided by Ruppert, Inc. (dba Alpine Snow Removal). When Phase 2 is constructed, snow will be stored within a snow storage easement on the Phase 3 project site. At full buildout of all three phases of Soaring Ranch, a plan for snow off-haul will be implemented. The Operational Snow Removal Plan was reviewed by the Engineering Division. Condition of Approval #66 requires approval of a final snow storage plan prior to building permit issuance.

Tree Removal

The applicant has identified that there are 105 existing pine trees on Parcel 3 ranging in size from 8" DBH to 40" DBH. Of these, 49 trees are proposed to be removed and 54 trees are proposed to be retained. Condition of Approval #90 requires approval of a tree protection plan prior to building permit issuance.

The Specific Plan includes specific tree preservation standards related to the setback from State Route 267. Development Standard CG-5 requires a 30-foot building setback from the State Route 267 right-of-way to preserve tree clusters within this setback area, and trees larger than 12 inches in diameter are prohibited from being removed within the setback. As shown in Figure 11 below, none of the proposed tree removal would occur within the required setback (see Attachment #2 for the full tree removal plan):



Figure 11: Proposed Tree Removal Plan

Required Infrastructure and Phasing

The Specific Plan includes a range of both on-site and off-site infrastructure improvements which are required of the project. These requirements were developed to both provide the necessary infrastructure to serve the Plan Area and to provide community benefits associated with the remaining Planned Communities in Truckee. The Specific Plan has common infrastructure improvements that benefit all properties within the Plan Area. These improvements are required to be constructed as major portions of the Plan Area develop. Generally speaking, these improvements are required to mitigate impacts associated with additional traffic volumes and to maintain the Town's required intersection levels of service and roadway capacities. A number of infrastructure improvements were required as part of the Phase 1 project.

As noted in the staff report for the 2018 Soaring Ranch approval, all infrastructure was required to be installed with buildout of Parcel 1. Due to the fact that the applicant proposed buildout within three phases (two of which included proposed uses), staff recommended conditions of approval based on a phased approach. The applicant fulfilled all Parcel 1 requirements with buildout of Phase 1, with the exception of a request to defer construction of the Class II bike lanes to Hope Court and the trail connection to the Martis Valley Trail system, which was constructed by the Town. The bike lanes were required as part of Phase 2 buildout. The required utility infrastructure gives latitude to each utility provider to determine the appropriate timing of utility installation, therefore, those improvements will be installed as required by each provider within each phase. The Specific Plan and EIR require construction of a dual-lane roundabout at the Highway 267/Brockway Road/Soaring Way intersection; however, they allow intersection widening to occur in advance of construction of the roundabout. The applicant proposed intersection widening with development of Phase 1. Consistent with the requirements of the Specific Plan and EIR, Town staff recommended additional traffic analysis to determine when construction of the roundabout would be warranted with subsequent phases of Parcel 1 buildout. Construction of a roundabout at the Soaring Way/Joerger Drive intersection was proposed as part of the Phase I development.

Draft Resolution 2022-12 includes recommended conditions of approval for the Specific Plan's infrastructure requirements based on the Engineering Division's review of the conditions of approval for the Soaring Ranch project and determination on which conditions are applicable to the Phase 3 project. All applicable infrastructure requirements were incorporated into the draft conditions of approval.

Traffic Impact Analysis

The traffic impact analysis that was prepared for the 2018 Soaring Ranch project review identified that the only intersection that was forecast to exceed LOS standards under the existing plus project conditions was the Highway 267/Brockway Road/Soaring Way intersection. All other intersections operated well within the LOS standards under existing plus project conditions. The project was required to improve the SR 267/Brockway Road/Soaring Way intersection by adding turn lanes or building a roundabout. While a roundabout will eventually be required with buildout of Joerger Ranch, the Phase 1 project was allowed to proceed with construction of widening improvements rather than a dual-lane roundabout. It was noted that future buildout within Soaring Ranch (either Phase 2 or Phase 3) would need to demonstrate through the completion of a traffic analysis that the widened intersection has the capacity to absorb additional traffic and still meet LOS standards. If those volumes trigger unacceptable LOS, construction of a roundabout will be required.

As part of the Town's review of the Phase 3 project, LSC Transportation Consultants prepared an intersection evaluation (see Attachment #6). This analysis was conducted to understand the impacts associated with the Soaring Ranch Project. The analysis included describing the "existing conditions" traffic volumes (including Phase 1 and Truckee Tahoe Lumber Company), as well as the planned Phase 2 uses; estimating the site-generated traffic volumes and comparing the trip generation of the current proposal (Phases 1-3) compared to that of Phases 1 and 2 from the 2016 Raley's traffic study; and evaluating traffic operational impacts for the State Route 267/Brockway Road/Soaring Way, Brockway Road/Schaffer

Mill/Airport Road, Soaring Way/Raley's Central Driveway and Soaring Way/Soaring Ranch Phase 2 Driveway, as well as identifying and assessing potential mitigation measures.

Following is a summary of conclusions from the LSC analysis:

- The proposed Phase 3 project would result in a net increase of approximately 838 daily one-way vehicle trips on the surrounding roadway network, with approximately 89 occurring during the PM peak hour. However, the current proposal generates substantially less traffic than the 2016 proposal because of the conversion from anticipated commercial uses to predominantly residential uses.
- With implementation of the proposed project, the two study intersections along SR 267 would exceed the Level of Service threshold (although the standard is exceeded by only approximately 0.3 seconds per vehicle at the SR 267/Brockway Road/Soaring Way intersection). The remaining study intersections would operate at an acceptable level.
- LOS at the SR 267/Brockway Road/Soaring Way signalized intersection would be mitigated with the addition of a westbound right-turn overlap phase for right turns made from Soaring Way onto SR 267 northbound.
- LOS at the SR 267/Schaffer Mill Road/Airport Road signalized intersection would be mitigated by modifying the pavement markings on the minor street approaches to provide a separate left turn lane and a shared through/right-turn lane. Caltrans has plans to make this improvement (which does not require any additional lanes) within the next few years. (Caltrans is also planning to modify the signal phasing to provide leading left turns on the side streets, although this modification is not necessary under 'existing with Soaring Ranch Phase 3' conditions.) Alternatively, installation of a dual-lane roundabout at the SR 267/Schaffer Mill Road/Airport Road intersection would meet the Caltrans LOS standard. As this improvement would require the widening of SR 267 to four lanes (two in each direction) both north of and south of the intersection, as well as widening on the minor streets, it would be substantially costlier than the above improvement to the signalized intersection.
- The existing eastbound traffic queues on Brockway Road approaching the signalized intersection with SR 267 may interfere with turns to/from Hope Court during peak periods. Implementation of the proposed Phase 3 project would not affect the eastbound traffic queues.
- The 95th-percentile westbound traffic queues on Soaring Way approaching SR 267 currently interfere with the adjacent Soaring Way/Joerger Drive roundabout during peak periods. Implementation of the proposed Phase 3 project could increase the extent that the westbound traffic queues on Soaring Way interfere with the adjacent roundabout. Furthermore, with the Phase 3 project, the average (50th-percentile) westbound queues could also potentially interfere with the roundabout during peak periods. Although provision of permitted/overlap phasing for the westbound right-turn movement onto SR 267 would reduce the extent that the westbound traffic queues interfere with the adjacent roundabout, westbound traffic queues on Soaring Way would continue to interfere with the roundabout during peak periods.
- No new turn lanes are warranted along Soaring Way under existing year conditions, with or without the proposed Phase 3 project.
- No transit-related improvements are expected to be required as a part of the proposed Phase 3 project.
- As the Soaring Ranch Phase 3 project plans do not include direct access onto SR 267, the project site is not a good location for a new Park and Ride facility.

Implementation of the right-turn overlap on the westbound approach heading northbound onto SR 267 is a consistent mitigation measure with the intersection improvements constructed as part of Soaring Ranch Phase 1 for the eastbound approach heading southbound onto SR 267. At the time when the Phase 1 intersection improvements were constructed, the westbound right-turn overlap was not necessary to maintain acceptable LOS. However, the Soaring Ranch Phase 3 project does require the westbound right-turn overlap to be constructed to maintain acceptable LOS at the intersection. To note, the westbound

right-turn overlap is the last allowable mitigation improvement to maintain LOS at acceptable levels prior to the implementation of a multi-lane roundabout.

Conditions of approval related to the infrastructure requirements have been included in Draft Resolution 2022-12.

Airport Land Use Compatibility Plan Consistency

The proposed project is located within the influence area of the Truckee-Tahoe Airport and is subject to the land use regulations of the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP). The Soaring Ranch project is located in Compatibility Zone D. Moderate noise impacts are identified in Zone D, which the plan states are more of a concern with respect to individual loud events than with cumulative noise contours. Portions of the peak season, average day 55-CNEL contour extend into the Zone D zone. Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels (a density great than five dwelling units per acres is required). Maximum allowed densities/intensities for other uses are 150 people per acre and 600 people per a single acre. The types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. Hazards to flight and highly noise-sensitive uses are prohibited, and children's schools, hospitals and nursing homes are discouraged. Airspace review is required for objects over 100 feet tall and an overflight easement is required. The Specific Plan conditions of approval required that prior to subdivision of the Phase I Parcel Map, the property owner was required grant an aircraft overflight easement to the Truckee Tahoe Airport District. The required language was added to the Soaring Ranch Parcel Map recorded on June 17, 2021.

The Nevada County Transportation Commission (NCTC) reviewed the proposed project for compliance with the TTALUCP. After reviewing the proposed project and location, NCTC found that the overall proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in Compatibility Zone D of the TTALUCP; however Day Care Facilities for greater than 14 children are discouraged in Zone D. NCTC determined that if the daycare facility was limited to no more than 14 children, it would be considered compatible. A daycare facility proposed to serve more than 14 children would require additional considerations to reduce the exposure to risk.

Following the feedback from the NCTC, the applicant team stated that the project would limit the number of children using the day care to 14 children or less to ensure compliance with the TTALUCP. Condition of Approval #107 of Draft Resolution 2022-12 reflects the maximum number of children that will be allowed.

Environmental Review: Staff has determined that no further environmental review is required pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur). Concurrent with adoption of the Joerger Ranch Specific Plan, the Town certified an Environmental Impact Report (EIR) in March 2015. The EIR identified the range of environmental impacts associated with buildout of the Specific Plan and required implementation of mitigation measures to address and minimize these impacts. Buildout of the CR zone district was included in the Specific Plan and the current proposal is consistent with both the intensity and density of land uses envisioned within the Specific Plan.

Staff hired an environmental consultant (Dudek) to prepare a supplemental checklist to analyze the proposed project and identify any potential new impacts that would be created by the proposed mixed-use development in Phase 3 (see Attachment #7 for Dudek analysis). The consultant determined that the proposed Phase 3 project includes commercial and residential land uses that are consistent with the Specific Plan; however, the proposed project would construct up to 109 housing units, which is more than the JRSP EIR considered for the CR zone. Therefore, the supplemental checklist was prepared to determine if there would be project-specific effects or other changes requiring a supplemental CEQA document to be prepared. The consultant found that the proposed residential and commercial

density/intensity is consistent with the previous EIR analysis, and that no additional environmental review is required.

Public Communication: Notice of the public hearing was published in the *Sierra Sun* on August 5, 2022, and mailed to property owners within 500 feet of the project site, as listed on the current Nevada County Assessor Tax Roll. The applicant posted an onsite sign at the project sites indicating a notice of application and information was posted about the date and time of the public hearing. As of the date of publication of this staff report, no public comments have been received regarding the proposed project.

Staff Summary and Recommendation: Staff supports development of the Soaring Ranch Phase 3 project with a high-quality mixed-use development project. The balance of uses within Phase 3 would ideally prioritize the targeted uses that were identified in the Joerger Ranch Specific Plan for the Regional Commercial (CR) zoning district, and would achieve the Specific Plan goals of creating a regional commercial center that can accommodate commercial businesses that struggle to find space to lease elsewhere in Truckee while also reducing the amount of sales leakage to Reno. However, the 2015 Joerger Ranch Specific Plan did not mandate a minimum amount of commercial floor area required as part of a mixed-use project, and multi-family housing was included in the CR zone as a conditionally allowed use. In addition, state density bonus law allows a developer to request up to a 50 percent density bonus for housing projects. While the proposed project is primarily residential, and therefore differs from the Specific Plan vision of creating a regional commercial center in the CR zoning district, the proposed uses are allowed under the requirements of the 2015 Specific Plan and consistent with State law.

With incorporation of the recommended conditions of approval, staff believes that the proposed project is consistent with the requirements of the 2015 Joerger Ranch Specific Plan, 2025 General Plan, and January 7, 2021 Development Code. Staff recommends approval of the Soaring Ranch Phase 3 project with incorporation of all recommended conditions of approval in Draft Resolution 20220-12.

Alternative Actions: Actions that the Planning Commission may take as an alternative to the recommended action include:

1. Continue the public hearing to a date and time certain. The Planning Commission may request additional information from the applicant and/or staff (if new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted).
2. Land Use Permits
    a. Add, modify or delete conditions of approval.
    b. Deny the project on the basis that all of the required findings cannot be made.

Attachments:
Attachment 1 – Draft Planning Commission Resolution 2022-12
Attachment 2 – Proposed Plan Set
Attachment 3 – Applicant Justification Letter
Attachment 4 – Snow Storage Plan
Attachment 5 – Affordable Housing Plan
Attachment 6 – LSC Analysis
Attachment 7 – CEQA Analysis
Attachment 8 – Comment letters received from local responsible agencies
Attachment 9 – Link to 2015 Joerger Ranch Specific Plan:
https://portal.laserfiche.com/Portal/DocView.aspx?id=59139142&repo=r-6a91ddbc

Town of Truckee
California

PLANNING COMMISSION RESOLUTION 2022-12

A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION APPROVING APPLICATION 2021-000000097/DP-PD AMD-UP-ZC (SOARING RANCH PHASE 3)

WHEREAS, the Town of Truckee has received an application requesting approval of a Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance for Soaring Ranch Phase 3, a mixed-use development with 7,834 sq. ft. of retail floor area and 109 multifamily residential units (91 market-rate units and 18 affordable housing units) in the CR (Regional Commercial) zoning district within the Joerger Ranch Specific Plan Area (10701 Soaring Way; APN 019-620-067-000); and

WHEREAS, the Planning Commission is responsible for the review and consideration of Development Permits, Planned Developments, and Use Permits; and

WHEREAS, in January 2015, the Planning Commission recommended approval of the Joerger Ranch Specific Plan, which included development of the Regional Commercial (CR) zone district; and

WHEREAS, in March 2015, the Town Council approved the Joerger Ranch Specific Plan; and

WHEREAS, in March 2015, the Town Council certified the Environmental Impact Report (EIR) for the Joerger Ranch Specific Plan, which included buildout of the CR zone district; and

WHEREAS, on January 16, 2018, the Planning Commission approved the Soaring Ranch project (Town of Truckee Application #2017-00000078, Commission Resolution 2018-01), including a Development Permit to allow construction of 54,704 square foot regional shopping center, a Tentative Map to create a three-lot subdivision within a 16.3-acre parcel, and a Planned Development to allow minor deviations to the Town's sign regulations and to approve the proposed site plan for all three phases of development totaling 119,704 square feet of commercial development (54,704 square feet in Phase 1 and 65,000 square feet in Phase 2) within the Joerger Ranch Specific Plan Area; and

WHEREAS, the Planning Commission determined the project consistent with the adopted Joerger Ranch Specific Plan thereby precluding any further environmental review consistent with CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); and

WHEREAS, on January 26, 2018, the Town of Truckee received an appeal challenging the Planning Commission's approval of the project (Town of Truckee Application #2018-00000007); and

WHEREAS, due to submittal of the appeal, the Town Council became the final decision-maker on the project and was required to make findings in order to approve or deny the project; and

WHEREAS, on March 13, 2018, the Town Council took action to deny the appeal and uphold the Planning Commission's action (Council Resolution 2018-15) with the exception of removing Commission-recommended Condition of Approval #97, modifying Condition of Approval #86, and adding Environmental Impact Report Mitigation Measures 3.2-4, 3.2-5, 3.2-6 and 3.2-7 as Conditions of Approval #99-102; and

WHEREAS, on November 27, 2018, the Town Council approved an addendum to the Joerger Ranch Specific Plan EIR (Council Resolution 2018-78) and amended the Mitigation, Monitoring and Reporting Program; the Joerger Ranch Specific Plan conditions of approval; and the Soaring Ranch conditions of approval; and

WHEREAS, on February 19, 2021, the Planning Commission approved Soaring Ranch Phase 2 (Town of Truckee Application #2019-00000178, Commission Resolution 2020-24), including a Development Permit Amendment, Planned Development Amendment, Tentative Map Amendment and Use Permit to modify the previous land use approvals for the Soaring Ranch project and approve a mixed-use project with a total of 31,523 sq. ft. of commercial floor area (15,984 square feet of retail space, 6,339 square feet of office space and 9,200 square feet of restaurant space) and 69 rental multifamily residential units (61 unrestricted market-rate units and 8 deed-restricted affordable housing units); and

WHEREAS, on March 1, 2021, a Preliminary Housing Development Application was submitted for Soaring Ranch Phase 3 (Town of Truckee Application #2021-00000023), proposing a mixed-use project with 92 multi-family residential units (143,000 sq. ft. of residential floor area), a 5,000 sq. ft. on-site childcare facility and amenity building, and 9,000 sq. ft. of commercial floor area. Pursuant to Government Code Sections 65941.1 and 65589.5, an applicant for a housing development project that includes 1) residential units, 2) a mix of commercial and residential uses with two-thirds of the project's square footage used for residential purposes, or 3) transitional or supportive housing, shall be deemed to have submitted a preliminary application upon provision of all of the information listed in the Preliminary Application form and payment of the permit processing fee to the agency from which approval for the project is being sought. After submitting this Preliminary Application to the local agency, an applicant has 180 days to submit a full application or the Preliminary Application will expire. Once a complete Preliminary Application is submitted, the zoning, design, subdivision and fee requirements in effect as of that date will remain applicable to the project for the duration of the review and entitlement process. The Town of Truckee requirements in effect as of March 1, 2021 include the Joerger Ranch Specific Plan adopted on March 24, 2015, the Town of Truckee 2025 General Plan amended on October 23, 2018, and the Truckee Development Code in effect as of January 7, 2021; and

WHEREAS, on June 8, 2021, the Town Council approved amendments to the Joerger Ranch Specific Plan and adopted an Addendum to the Environmental Impact Report (Town of Truckee Application #2021-00000012, Council Resolution 2021-14) for the purpose of clarifying the Plan's housing allowances and requirements, including workforce and inclusionary housing requirements, thereby correcting inconsistencies and streamlining review for projects that incorporate housing; and

WHEREAS, on August 2, 2021, a land use entitlement application was submitted for Soaring Ranch Phase 3 (Town of Truckee Application #2021-00000097), proposing a mixed-use commercial and multi-family housing project with 7,834 sq. ft. of retail floor area and 109 multifamily residential units (141,841 sq. ft. of residential floor area including a 3,840 sq. ft. daycare amenity for the residential tenants). Town staff determined that the application had been submitted within 180 days of the Preliminary Application and deemed complete within the required timeframes under state law; therefore, the project was subject to the development standards in place as of March 1, 2021, including the 2015 Joerger Ranch Specific Plan; and

WHEREAS, all relevant EIR mitigation measures have been incorporated into this Resolution; and

WHEREAS, the project is consistent with the adopted 2015 Joerger Ranch Specific Plan thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent

with a Community Plan, General Plan or Zoning), and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur);

WHEREAS, a public notice was published in the *Sierra Sun* and mailed to property owners within 500 feet of the project site informing the public of the date, time, and location of the public hearing for the consideration of the approval or denial of the Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance; and

NOW THEREFORE BE IT RESOLVED, the Planning Commission hereby takes the following actions on Application 2021-00000078 (Soaring Ranch Phase 3):

1. Approve a Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance for the Soaring Ranch Phase 3 project, subject to the conditions of approval set forth in Exhibit "B" (Conditions of Approval), attached hereto and incorporated herein;

2. Determine the project consistent with the adopted Joerger Ranch Specific Plan thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur).

BE IT FURTHER RESOLVED, the Planning Commission adopts the findings set forth in Exhibit C (Findings), in support of approval of the Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance.

The foregoing Resolution was introduced by Commission Member _____ and seconded by Commission Member _____ at a Regular Meeting of the Truckee Planning Commission held on the 16th day of August 2022 and adopted by the following vote:

AYES:

NOES:

ABSENT:

_____
Dave Gove – Chair
Town of Truckee Planning Commission

ATTEST:

_____

Kayley Metroka, Secretary

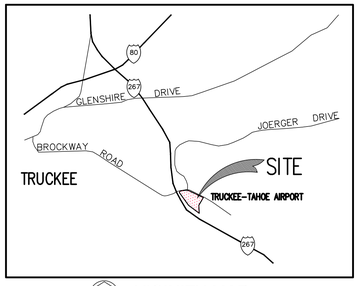
Attachments:

Exhibit A — Plan Set
Exhibit B — Conditions of Approval
Exhibit C — Findings

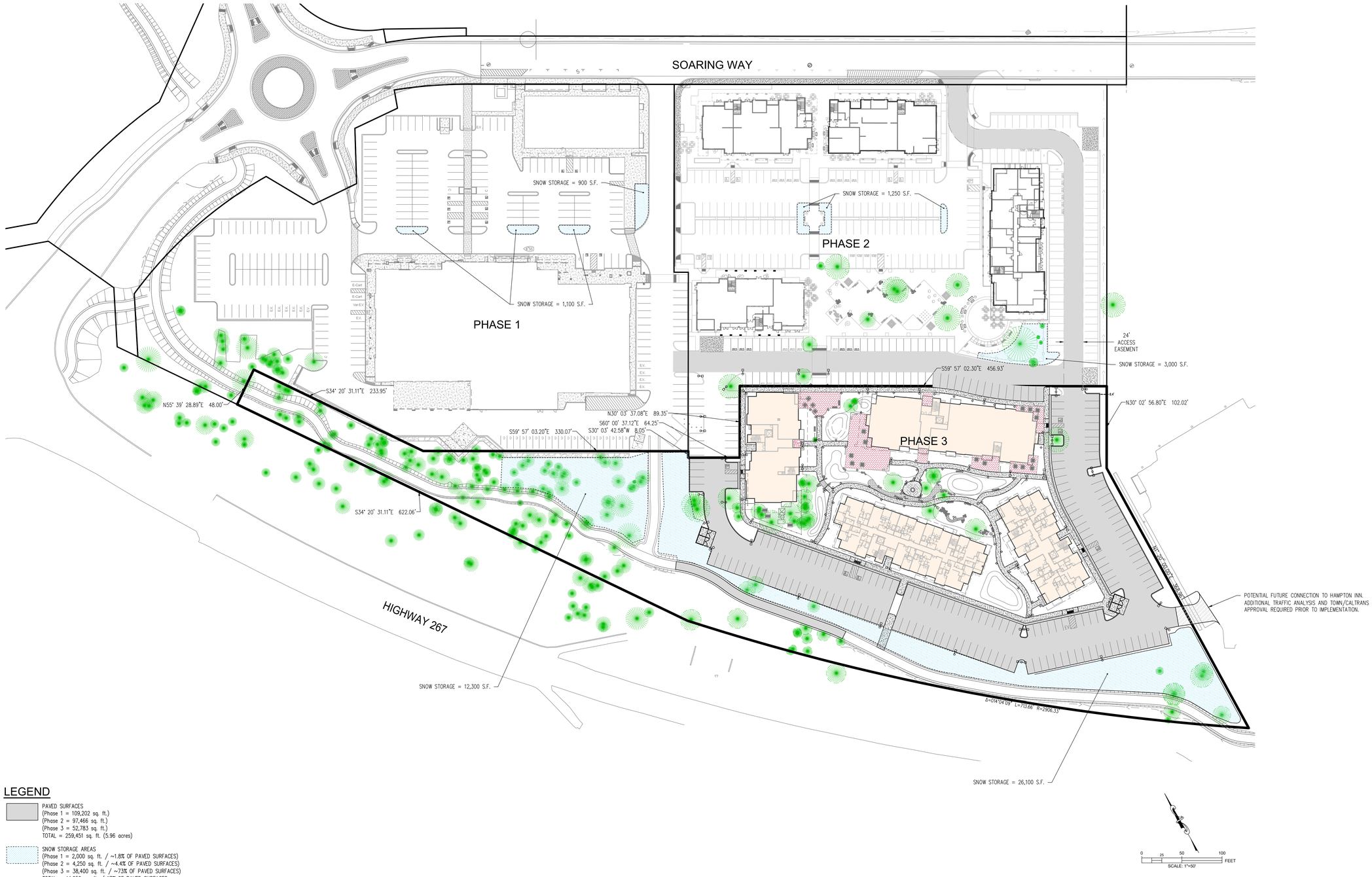
RESOLUTION 2022-12
EXHIBIT A

APPLICATION 2021-00000097/DP-PD AMD-UP-ZC
SOARING RANCH PHASE 3

PLAN SET



VICINITY MAP
N.T.S.



PROJECT INFORMATION

DEVELOPER/APPLICANT
J-MAR III, LLC
PO BOX 3938
TRUCKEE, CA 96160
530-581-5472
CONTACT: DAVID TIRMAN

PLANNING & ENGINEERING
MILLENNIUM PLANNING & ENGINEERING
471 SUTTON WAY, SUITE 210
GRASS VALLEY, CA 95945
530-446-6765
CONTACT: ROB WOOD, AICP

PLANNING & ARCHITECTURE
DAHLIN GROUP
501 WEST BROADWAY, SUITE 1080
SAN DIEGO, CA 92101
619-819-0404
CONTACT: JOHN THATCH

LANDSCAPE ARCHITECTURE
LJM DESIGN GROUP
PO BOX 507
TRUCKEE, CA 96160
530-587-6003
CONTACT: LAURA MELLO

SITE ADDRESS
10001 SOARING WAY
TRUCKEE, CA 96161

APN
PORTION OF 019-620-060 (LOT 3 OF PM 21/48)

SITE AREA
PHASE 3 = 6.06 ACRES

WATER & ELECTRIC SERVICE
TRUCKEE DONNER PUBLIC UTILITY DISTRICT

SEWER SERVICE
TRUCKEE SANITARY DISTRICT

FIRE PROTECTION
TRUCKEE FIRE PROTECTION DISTRICT

LEGEND

PAVED SURFACES
(Phase 1 = 109,202 sq. ft.)
(Phase 2 = 97,466 sq. ft.)
(Phase 3 = 52,783 sq. ft.)
TOTAL = 259,451 sq. ft. (5.96 acres)

SNOW STORAGE AREAS
(Phase 1 = 2,000 sq. ft. / ~1.8% OF PAVED SURFACES)
(Phase 2 = 4,250 sq. ft. / ~4.4% OF PAVED SURFACES)
(Phase 3 = 38,400 sq. ft. / ~73% OF PAVED SURFACES)
TOTAL = 44,650 sq. ft. / 17% OF PAVED SURFACES

SNOW STORAGE NOTES

1. CURRENTLY, SNOW REMOVAL SERVICES FOR PHASE 1 IS PROVIDED BY RUPPERT, INC. (dba ALPINE SNOW REMOVAL).
2. WHEN PHASE 2 IS DEVELOPED, SNOW WILL BE STORED WITHIN A SNOW STORAGE EASEMENT ON PHASE 3.
3. AT FULL BUILDOUT OF ALL PHASES, THERE WILL BE INSUFFICIENT SNOW STORAGE ON SITE FOR ALL 3 PHASES; THEREFORE A PLAN FOR OFF-HAULING WILL BECOME NECESSARY. ALPINE SNOW REMOVAL WILL CONTINUE TO PROVIDE SNOW REMOVAL (AND OFFHAULING AS NECESSARY). AN OPERATIONAL SNOW REMOVAL PLAN WILL BE PREPARED TO OUTLINE THE METHODS TO OFFHAUL THE SNOW.

OVERALL SITE PLAN AND SNOW STORAGE

JMA VENTURES - SOARING RANCH PHASE 3

SHEET INDEX

C1.0	OVERALL SITE PLAN AND SNOW STORAGE
C2.0	SITE PLAN
C3.0	TREE REMOVAL PLAN
C4.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C5.0	PRELIMINARY UTILITY PLAN
L1	PRELIMINARY LAYOUT PLAN
L2	PRELIMINARY PLANTING PLAN
L3	PRELIMINARY IRRIGATION ZONE PLAN
L4	PRELIMINARY DETAILS
L4.1	PRELIMINARY DETAILS
L4.2	PRELIMINARY IRRIGATION DETAILS

MILLENNIUM PLANNING & ENGINEERING
471 Sutton Way, Suite 210
Grass Valley, CA 95945
530-446-6765
www.millenniumpe.com

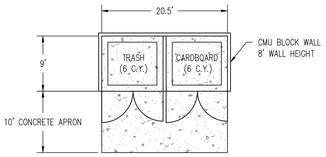
JOB NO. **19-0609**
DATE **01/12/22**

471 Sutton Way, Suite 210
Grass Valley, California 95945
530-446-6765

C1.0



LEGEND	
	EXISTING TREES TO REMAIN
	PROPOSED SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED BIO-RETENTION AREA
	PROPOSED HARDSCAPE
	PROPOSED LIGHTING SEE LANDSCAPE PLANS
EV	PROPOSED ADA EV PARKING SPACE



TRASH ENCLOSURE DETAIL (TYPICAL)

SCALE: N.T.S.

SOLID WASTE ESTIMATES					
Required Capacity (36 cy)			Proposed Capacity (2 Trash Enclosures)		
			Once / week pickup		Twice / week pickup
# of Units	Trash (60%)	Recycle (40%)	Mixed Waste	Cardboard	Mixed Waste
109	21.6 cy	14.4 cy	12 cy	12 cy	24 cy

Notes:
1. 0.33 cy needed per residential unit (average 2 to 3 persons per unit).
2. Mixed Waste is 60% and Recycle is 40% of Required Capacity.
3. Each trash enclosure = 6-cy (mixed waste) and 6-cy cardboard.
4. Two trash enclosures with twice/week pickup proposed.
5. TOTAL REQUIRED: (2) 6-cy trash dumpsters; (2) 6-cy cardboard dumpsters; (24) 96-gallon recycle containers.
6. 96-gallon recycle containers to be stored inside "Trash Rooms" within each building.



TRASH ENCLOSURE (PHASE 1)

SCALE: N.T.S.

SITE STATISTICS						
LAND AREA	AREA SF (ACRES)	% OF SITE	PARKING (PHASE 3)			
ASPHALT PAVEMENT	52,783 SF (1.21 AC)	~20%		REQUIRED	PROPOSED	CALCULATIONS
CONCRETE (WALKWAYS & PATIOS)	22,185 SF (0.51 AC)	~8%	RETAIL (7,834 SF)	32	32	1 PER 250 SF
BUILDING (FOOTPRINT)	40,706 SF (0.93 AC)	~15%	1 BEDROOM (16 UNITS)	16	16	1 SPACE PER 1 BEDROOM
OPEN SPACE/LANDSCAPING	148,300 SF (3.41 AC)	~57%	2-3 BEDROOM (93 UNITS)	140	140	1.5 SPACES FOR 2 AND 3 BEDROOM
TOTAL	263,974 SF (6.06 AC)	100%	TOTAL	188 (1)	188	

(1) RESIDENTIAL PARKING INCLUDES DENSITY BONUS LAW REDUCTION.

PARKING TYPES				
	REQUIRED	PROPOSED	% of TOTAL	NOTES
STANDARD PARKING SPACES (9' x 18' WITH 2' OVERHANG)	182	182	97%	
ADA PARKING SPACES (9' x 18' WITH 2' OVERHANG)	6	6	3%	6 REQUIRED INCLUDING 1 VAN ACCESSIBLE
TOTAL	188	188	100%	

NOTE: EV/CLEAN AIR VEHICLE STALLS WILL BE IN ACCORDANCE WITH CURRENT CAL GREEN CODE.

0 15 30 60 FEET
SCALE: 1"=30'

SITE PLAN

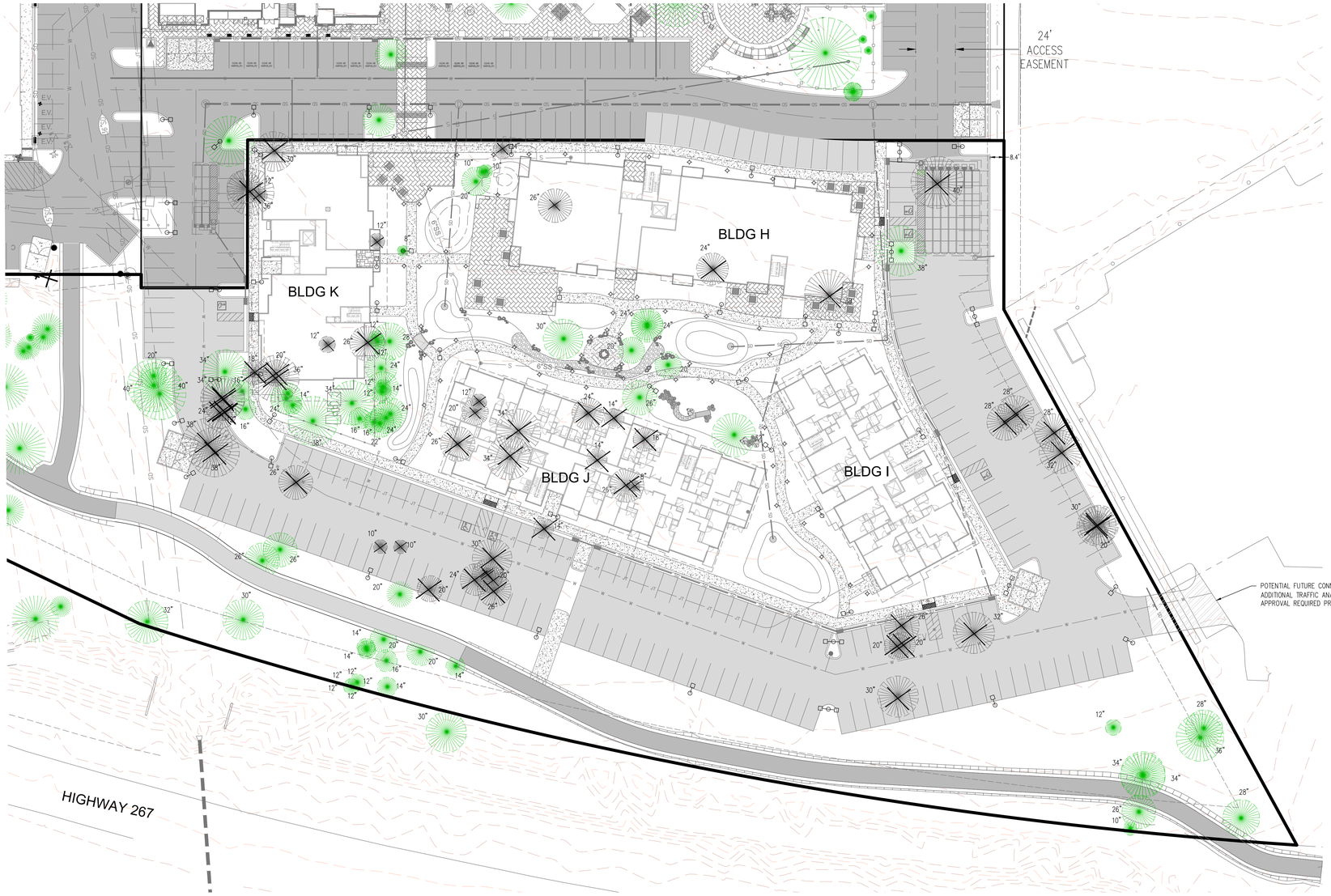
JMA VENTURES - SOARING RANCH PHASE 3

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JOB NO. **19-0609**
DATE **01/12/22**

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C2.0



LEGEND	
	TREES TO REMAIN (SIZE NOTED ON PLAN)
	TREES TO BE REMOVED (SIZE NOTED ON PLAN) (52 TREES TO BE REMOVED)
	APPROXIMATE DRIP LINE OF TREE

NOTES:
1. TREES LESS THAN 6" DIAMETER ARE NOT SHOWN.
2. TREE DRIP LINES ARE ESTIMATED BASED ON THE DIAMETER OF THE TREE AND ACTUAL DRIP LINE MAY VARY
3. LOCATION AND TYPE OF TREE PROTECTION FENCING SHALL CONFORM TO TRUCKEE DEVELOPMENT CODE

TREES TO BE REMOVED

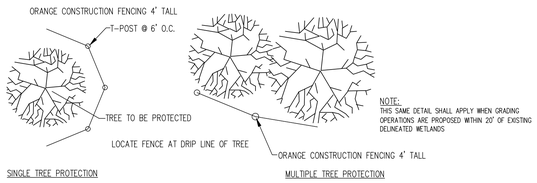
TREE SIZE	QUANTITY
8" PINE	1
10" PINE	2
12" PINE	6
14" PINE	6
16" PINE	0
18" PINE	2
20" PINE	7
22" PINE	0
24" PINE	4
26" PINE	7
28" PINE	3
30" PINE	4
32" PINE	3
34" PINE	3
36" PINE	2
38" PINE	3
40" PINE	1
TOTAL TREES	**49 TREES**

TREES TO REMAIN

TREE SIZE	QUANTITY
8" PINE	1
10" PINE	3
12" PINE	6
14" PINE	6
16" PINE	5
18" PINE	0
20" PINE	7
22" PINE	2
24" PINE	6
26" PINE	4
28" PINE	3
30" PINE	2
32" PINE	1
34" PINE	3
36" PINE	1
38" PINE	1
40" PINE	2
TOTAL TREES	**56 TREES**

TREE PRESERVATION NOTES:
1. TREE PROTECTION PRIOR TO GRADING SHALL BE IN ACCORDANCE WITH SECTION 18.30.155.H OF THE DEVELOPMENT CODE (TREE PROTECTION). BELOW IS A SUMMARY:
   - 1.1. FENCING AT THE DRIPLINE OR AT THE LIMITS OF GRADING SHOULD THEY BE LOCATED WITHIN THE DRIPLINE SHALL BE INSTALLED PRIOR TO THE START OF ANY GRADING OR CONSTRUCTION ACTIVITY.
   - 1.2. THE NATURAL GROUND WITHIN THE DRIPLINES OF PROTECTED TREES SHALL REMAIN AS UNDISTURBED AS POSSIBLE.
   - 1.3. CUTS/FILLS WITHIN 6' OF A TREE TO BE RETAINED ARE PROHIBITED, UNLESS OTHERWISE RECOMMENDED BY A CERTIFIED ARBORIST OR REGISTERED FORESTER.
   - 1.4. NO MECHANICAL TRENCHING SHALL BE ALLOWED WITHIN THE DRIPLINE OF A TREE TO BE PRESERVED. IF NECESSARY TO INSTALL UNDERGROUND UTILITIES WITHIN THE DRIPLINE OF A TREE, THE TRENCH SHALL BE HAND DUG IN THE VICINITY OF MAJOR TREES.
   - 1.5. SUPPORT ROOTS THAT ARE INSIDE OF THE DRIPLINE OF THE TREE SHALL BE PROTECTED.
   - 1.6. DRAINAGE CHANGES SHALL BE MINIMIZED WITHIN DRIPLINES OF TREES TO BE RETAINED.
   - 1.7. NO IRRIGATION SYSTEM SHALL BE INSTALLED WITHIN THE DRIPLINE OF A TREE WHICH MAY BE DETRIMENTAL TO THE PRESERVATION OF THE TREE UNLESS SPECIFICALLY AUTHORIZED BY THE TOWN PLANNER.
   - 1.8. PAVING WITHIN THE DRIPLINE OF A TREE TO BE RETAINED SHALL BE MINIMIZED AND NO PAVING IS ALLOWED WITHIN 6' OF THE TRUNK.
2. A CERTIFIED ARBORIST OR PROFESSIONAL FORESTER MAY BE REQUIRED PRIOR TO CONSTRUCTION TO PROVIDE RECOMMENDATIONS FOR TREES TO BE RETAINED. THE CERTIFIED ARBORIST FOR THIS PROJECT IS LISTED BELOW:

GREG MATUZAK
ISA CERTIFIED ARBORIST WE-8962A
10432 BOULDER STREET
NEVADA CITY, CA 95959



NOTE: ALL TREES NOT TO BE REMOVED SHALL BE PROTECTED

NOTE:
THIS SAME DETAIL SHALL APPLY WHEN GRADING OPERATIONS ARE PROPOSED WITHIN 20' OF EXISTING DELINEATED WETLANDS

ADDITIONAL TREE MITIGATION NOTES:
1. FENCING, A MINIMUM OF 3' TALL WITH POSTS PLACED NO FURTHER THAN 10 FEET APART, SHALL BE INSTALLED AT THE EDGE OF THE TREE DRIPLINE.
2. THE FENCING SHALL BE FLUSH WITH THE INITIAL UNDISTURBED GRADE.
3. NO CONSTRUCTION ACTIVITY SHALL OCCUR WITHIN THE TREE DRIPLINES, INCLUDING BUT NOT LIMITED TO, DUMPING OR STORAGE OF MATERIALS SUCH AS BUILDING SUPPLIES, SOIL, WASTE ITEMS, EQUIPMENT OR PARKED VEHICLES.
4. THE TREE DRIPLINES SHALL REMAIN FREE OF CHEMICALLY INJURIOUS MATERIALS AND LIQUIDS SUCH AS PAINTS, THINNERS, CLEANING SOLUTIONS, PETROLEUM PRODUCTS AND CONCRETE OR DRY WALL EXCESS, CONSTRUCTION DEBRIS, OR RUN-OFF.
5. NO EXCAVATION, TRENCHING, GRADING, ROOT PRUNING OR OTHER ACTIVITY SHALL OCCUR WITHIN THE DRIPLINE UNLESS APPROVED BY THE REVIEW AUTHORITY OR TOWN PLANNER.
6. CONSTRUCTION ACTIVITY SHALL NOT COMMENCE UNTIL THE TOWN HAS INSPECTED AND APPROVED THE INSTALLATION OF THE REQUIRED TREE PROTECTION MEASURES AND A BUILDING AND/OR GRADING PERMIT HAS BEEN ISSUED BY THE TOWN.

TREE MITIGATION DETAIL

0 15 30 60 FEET
SCALE: 1"=30'

TREE REMOVAL PLAN

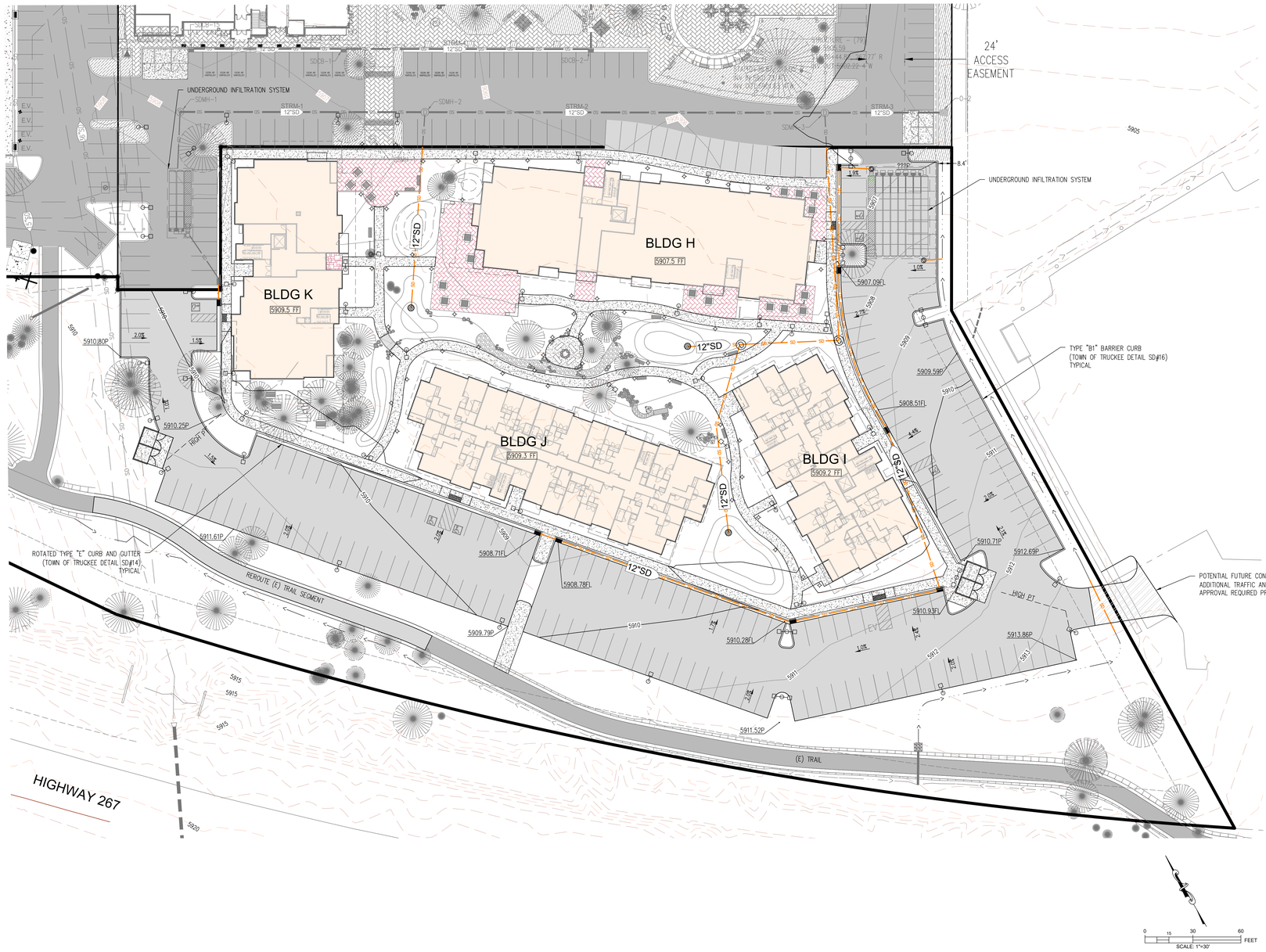
JMA VENTURES - SOARING RANCH PHASE 3

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DATE **01/12/22**

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C3.0

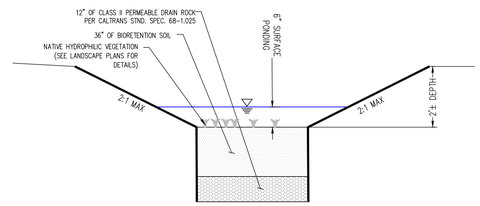


LEGEND	
	PROPOSED STORM DRAIN INLET
	PROPOSED STORM DRAIN MANHOLE
SD SD	PROPOSED STORM DRAIN PIPE
	EXISTING STORM DRAIN PIPE
	PROPOSED V-DITCH
	PROPOSED CONCRETE SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED BIORETENTION AREA
2554.0P	PAVEMENT ELEVATION
2554.0FG	FINISH GRADE ELEVATION
2554.0FL	FLOWLINE ELEVATION

EARTHWORK CALCULATIONS

CUT:	1,900 C.Y.
FILL:	300 C.Y.
TOTAL:	1,600 C.Y. EXCESS*

*EXCESS SOIL SHALL BE OFF-HAULED OR DISPLACED ONSITE AT A HEIGHT OF LESS THAN 12"



TYPICAL BIORETENTION DETAIL
N.T.S.

PRELIMINARY GRADING AND DRAINAGE PLAN

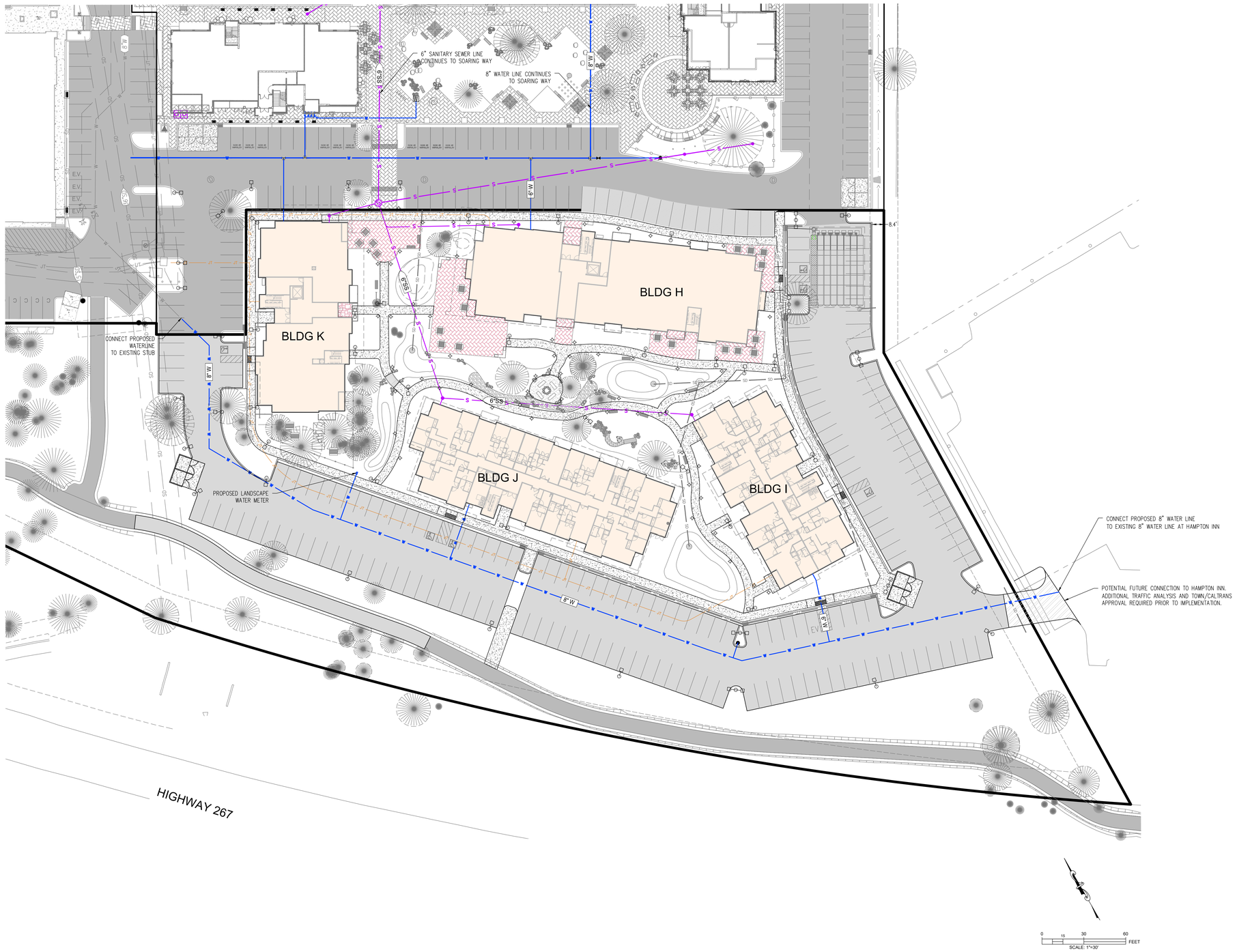
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C4.0



LEGEND

	PROPOSED CONCRETE SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED BIORETENTION AREA
	PROPERTY LINE
S	PROPOSED SEWER LINE
W	PROPOSED WATER LINE
JT	PROPOSED JOINT UTILITY TRENCH
	PROPOSED STORM DRAIN INLET
	PROPOSED STORM DRAIN MANHOLE
SD	PROPOSED STORM PIPE
	PROPOSED FIRE HYDRANT
S	PROPOSED SEWER MANHOLE
	PROPOSED SEWER CLEANOUT
	PROPOSED LIGHTING (SEE LANDSCAPE PLANS)

PRELIMINARY UTILITY PLAN

JMA VENTURES - SOARING RANCH PHASE 3

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C5.0

PHASE 2
PHASE 3

PEDESTRIAN CONNECTION TO PH 2

BLDG K

BLDG H

COMMUNITY PATIO

COMMUNITY FIRE PIT.

COMMUNITY MAILBOXES, TYP.

PATHS, TYP.

LAWN & PLAY AREA

BLDG J

BLDG I

DECIDUOUS TREE, TYP.

DETENTION BASIN, TYP.

DECORATIVE DECIDUOUS TREE, TYP.

EVERGREEN TREE, TYP.

L0.0 LANDCAPE RENDERING

JMA VENTURES - SOARING RANCH PHASE 3

0 40 80 120

1"=40'-0"

REGISTERED LANDSCAPE ARCHITECT
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REN.
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DATE 08/02/21

L0.0



GENERAL NOTES

INSPECTIONS:
1. ALL LOCAL CODES SHALL BE MET. CONTRACTOR TO NOTIFY USA TO DETERMINE UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT.
2. PLAN IS DIAGRAMMATIC ONLY. EXACT LOCATION OF SHRUBS AND TREES SHALL BE DETERMINED IN THE FIELD WITH LANDSCAPE ARCHITECT. ALL PLANT MATERIAL MUST BE INSPECTED AND APPROVED BY LANDSCAPE ARCHITECT OR OWNER PRIOR TO PLANTING.

SCHEDULING:
3. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS IN ADVANCE FOR THE FOLLOWING SITE OBSERVATIONS AND OR MEETINGS, SUBJECT TO OWNERS APPROVAL:
   A. PRE CONSTRUCTION MEETING WITH ALL PARTIES.
   B. PLANT MATERIALS ON SITE, PRIOR TO INSTALLATION.
   C. OPEN TRENCH, MAINLINE (WITH VALVES ATTACHED) PRESSURE TEST.
   D. FINAL PROJECT WALK-THRU.
4. CONTRACTOR SHALL COORDINATE AND PROVIDE ALL INCIDENTAL WORK WITH OTHER TRADES, I.E., PAVING, PLUMBING, ELECTRICAL ETC.

GRADING:
5. ALL PLANTING AREA GRADES AND PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY PLANT INSTALLATION. CALL 48 HOURS PRIOR TO ANY WORK AND AFTER ALL MATERIALS ARE ON SITE.
6. SMOOTH TRANSITION BETWEEN FINISH GRADE, SIDEWALK AND HEADERS SHALL BE REQUIRED PRIOR TO PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE IN ALL ORNAMENTAL PLANTING AREAS.

SOIL AMMENDMENT:
7. ALL PLANTING AREAS SHALL BE CULTIVATED TO A MINIMUM DEPTH OF 6 INCHES, WITH REMOVAL OF ALL DEBRIS, WEEDS AND ROCK EXCEEDING 3 INCHES IN DIAMETER. IMPORT TOPSOIL SHALL BE ADDED TO ALL PARKING LOT ISLANDS AND TO ELEVATE GRADE. SUCH SOIL SHALL BE FRIABLE. AS MUCH AS POSSIBLE, NATIVE TOPSOIL IS TO BE STOCKPILED AND REPLACED. AMEND SOIL WITH 6 CY ORGANIC AMENDMENT PER 1000 S.F.

PLANTING:
8. DIG THE PLANTING HOLE TWICE THE DIAMETER OF THE CONTAINER AND NO DEEPER, (SEE DETAIL). WET SOIL PRIOR TO PLANTING. PLACE PLANT IN THE HOLE SLIGHTLY HIGHER THAN THE SURROUNDING GRADE. BACK FILL WITH A 50:50 MIXTURE OF "PLANTING MIX", (SEE BELOW) AND THE NATIVE SOIL. SOIL TO BE MIXED THOROUGHLY. FIRM THE BACK FILL, PLACE A SMALL WELL AROUND THE PERIMETER OF THE HOLE AND WATER THOROUGHLY BY HAND. COMMENCE WITH THE REGULAR WATERING SCHEDULE IMMEDIATELY.

REVEGETATION:
9. TO REVEGETATE DISTURBED AREAS, TILL AND MULCH SOIL TO 8" PRIOR TO SEED APPLICATION.

SUBSTITUTIONS:
10. CONTRACTOR SHALL MAKE ALL ATTEMPTS TO ACQUIRE SPECIFIED PLANT MATERIAL. SUBSTITUTIONS WILL BE CONSIDERED AFTER CONTRACTOR PROVIDES, IN WRITING, FROM AT LEAST THREE SUPPLIERS, THAT PROPOSED PLANT MATERIAL IS NOT AVAILABLE. THESE LETTERS AND PROPOSED SUBSTITUTIONS MUST BE RECEIVED BY THE LANDSCAPE ARCHITECT A MINIMUM OF TWO WEEKS PRIOR TO THE ONSET OF DEMOLITION AND OR CONSTRUCTION.

FERTILIZER:
11. GRANULAR FERTILIZER IN BALANCED FORMULA SHALL BE USED FOR ALL PRE-PLANT APPLICATIONS.

IRRIGATION:
12. ALL AREAS SHALL HAVE 100% COVERAGE WITH AUTOMATIC LOW-FLOW IRRIGATION SYSTEM.

MULCH:
13. MULCH ALL PLANTING AREAS WITH A 2 INCH DEPTH OF COARSELY CHIPPED, FIR OR PINE BARK, I.E. "WALK-ON BARK" MULCH UNLESS OTHERWISE INDICATED. CONTRACTOR SHALL SUBMIT A SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PURCHASE.

MAINTENANCE:
14. ALL PLANTED AREAS SHALL BE MAINTAINED FOR A PERIOD OF SIXTY DAYS FOLLOWING COMPLETION OF INSTALLATION AND APPROVAL BY THE LANDSCAPE ARCHITECT. CONTRACTOR SHALL GUARANTEE ALL TREES AND SHRUBS FOR A PERIOD OF ONE YEAR FOLLOWING THE END OF THE MAINTENANCE PERIOD AND FINAL WRITTEN ACCEPTANCE BY THE LANDSCAPE ARCHITECT.
15. ALL WORK SHOWN IS NEW AND PART OF THIS CONTRACT UNLESS NOTED AS EXISTING. PROTECT ALL EXISTING WORK TO REMAIN UNLESS NOTED OTHERWISE.

DAMAGES:
16. CONTRACTOR SHALL PROMPTLY REPAIR ALL DAMAGES TO EXISTING SITE AT NO COST TO OWNER.

CLEANUP:
17. UPON COMPLETION, REMOVE ALL EXTRANEOUS MATERIALS AND DEBRIS, SWEEP AND WASH THE AREA CLEAN, REMOVE ALL PLANT LABELS FROM NURSERY.

WINTERIZATION:
18. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR DRAINING IRRIGATION SYSTEM IN PREPARATION FOR THE FIRST WINTER AFTER CONSTRUCTION HAS BEEN COMPLETED. INSTRUCT OWNER'S REPRESENTATIVES IN PROPER PROCEDURES. WINTERIZATION SHALL PROCEED AS FOLLOWS:
   1. CLOSE THE GATE VALVE IN IRRIGATION MAIN LINE LOCATED AT THE WATER METER.
   2. INSERT A QUICK COUPLING QUILL, CONNECTED TO AIR COMPRESSORS, INTO THE QUICK COUPLING VALVE LOCATED AT THE WATER METER.
   3. FOLLOWING START OF THE AIR COMPRESSOR, PROGRAM IRRIGATION CONTROLLER THROUGH THREE (3) COMPLETE CYCLES OR UNTIL ALL WATER HAS BEEN FORCED OUT OF SYSTEM.
   4. INSERT A QUICK COUPLING QUILL INTO QUICK COUPLING VALVE AT DEAD END RUNS OF MAIN LINE TO FORCE OUT ALL REMAINING TRAPPED WATER.
   5. REMOVE THE COMPRESSOR, LEAVING THE GATE VALVE TO IRRIGATION SYSTEM CLOSED.

LIGHTING LEGEND

- PARKING LOT & SAFETY STD. ON A 17' POLE (LITHONIA LIGHTING - MODEL #: KADLED40C530I0KR3MVOLT)
- DOUBLE FIXTURE PARKING LOT & SAFETY STD. ON A 17' POLE (LITHONIA LIGHTING - MODEL #: KADLED40C530I0KR3MVOLT)
- BOLLARD (HUBBELL LIGHTING - MODEL #: KBG-Y2-1030)

1 RESPONSE TO TOT LETTER 9-22-21

L1.0 LAYOUT PLAN

JMA VENTURES - SOARING RANCH PHASE 3

0 30 60 90
1" = 30'-0"

REGISTERED LANDSCAPE ARCHITECT LAURIE J. BELOW C-3828 REN. ____ STATE OF CALIFORNIA

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JOB NO.
DATE 08/02/21



PLANT LEGEND FINAL DESIGN TO BE SELECTED FROM

SYMBOL	SCIENTIFIC NAME	COMMON NAME	QTY	SIZE	WUCOLS
EVERGREEN TREES					
	Abies concolor	White Fir	69	15 Gal	Medium
	Pinus jeffreyi	Jeffrey Pine		15 Gal	Low
	Pinus ponderosa	Ponderosa Pine		15 Gal	Low
DECIDUOUS TREES					
	Acer ginnala	Amur Maple	47	15 Gal	Medium
	Acer platanoides	Norway Maple		24" Box	Medium
	Acer x f. 'Autumn Blaze'	Autumn Blaze Maple		24" Box	Medium
	Populus tremuloides	Quaking Aspen		15 Gal	High
STREET & BUILDING FRONTAGE TREES					
	Malus x 'Snowdrift'	Snowdrift Flowering Crabapple	51	24" Box	Medium
SHRUBS (5 GAL)					
	Cornus sericea	Red-Twig Dogwood	364	5 Gal	High
	Pinus mugo mugo	Dwarf Mugo Pine		5 Gal	Low
	Potentilla fruticosa	Shrubby Cinquefoil		5 Gal	Medium
	Prunus cistena	Purple-Leaf Plum		5 Gal	Medium
	Salix purpurea	Blue Arctic Willow		5 Gal	Medium
SHRUBS (1 GAL)					
	Lavandula a. 'Munstead'	Munstead Lavander	261	1 Gal	Medium
	Ribes nevadense	Sierra Currant		1 Gal	Low
	Rubus parviflorus	Thimbleberry		1 Gal	Low
	Spiraea j. 'Goldflame'	Goldflame Spirea		1 Gal	Medium
	Vinca minor	Periwinkle		1 Gal	Medium
SEED MIXES AND GROUND COVERS					
	Forest Understory Seed Mix*		17.75lbs / acre		High
	Rain Garden Plants / Riparian Seed Mix**		14.5lbs / acre		High
	Perennial Mix***		30" O.C.		High
	Sod Lawn		4,290 S.F.		High

1

NOTE: ALL NEWLY PLANTED AREAS WILL BE MULCHED WITH 1" OF WALK-ON BARK. 1

*FOREST UNDERSTORY SEED MIX

Festuca idahoensis 'Joseph'	Joseph Idaho Fescue	5 lb.
Koelena macrantha	Praine Junegrass	3 lb.
Poa secunda	Sandberg Bluegrass	2 lb.
Purshia trudentada	Mountain Sagebrush	2 lb.
Linum lewisii	Blue Flax	1 lb.
Balsamorhiza sagittata	Arrowleaf Balsamroot	1 lb.
Lupinus argenteus	Silvery Lupine	1 lb.
Penstemon eatonii	Firecracker Penstemon	1 lb.
Eriogonum umbellatum	Sulphur Flower	.5 lb.
Paeonia brownii	Western Peony	.5 lb.
Artemisia trudentata	Mountain Sagebrush	.5 lb.
Ribes cereum	Wax Currant	.25 lb.
		17.75 lbs/acre

**Riparian Re-veg Mix

Elymus glaucus	Blue Wildrye	4 lb.
Festuca idahoensis	Blue Bunchgrass	4 lb.
Hordeum brachyantherum	Meadow Barley	2 lb.
Elymus trticoides	Creeping Wildrye	2 lb.
Deschampsia cespitosa	Tufted Hairgrass	1.5 lb.
Ribes sanguineum	Red Currant	.5 lb.
Aquilegia formosa	Western Columbine	.25 lb.
Mimulus lewisii	Monkey Flower	.25 lb.
		14.5 lbs/acre

**Rain Garden Plants

Campanula americana	Tall Bellflower
Lobelia cardinalis	Cardinal Flower
Astilbe varieties	False Goat's Beard
Hosta varieties	Plantain Lily

***Mixed Perennials

Coreopsis nana	Tickseed nana
Gallium odoratum	Sweet Woodruff
Hermerocallis 'Stella d'Oro'	Stella d'Oro Daylily
Iris sibenca	Sibenan Iris
Leucanthemum x superbum	Shasta Daisy
Lupinus polyphyllus	Large-Leaf Lupine
Penstemon varieties	Beardtongue
Rudbeckia hirta	Black-Eyed Susan
Slava varieties	Sage
Sedus 'Autumn Joy'	Authumn Joy Stonecrop

LANDSCAPE NOTES

1. THIS LANDSCAPE PLAN HAS BEEN DEVELOPED TO FULFILL TOWN OF TRUCKEE LANDSCAPE REQUIREMENTS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OR OWNER IF ANY DISCREPANCIES OCCUR ON SITE. ANY AND ALL SUBSTITUTIONS SHALL BE APPROVED PRIOR TO PLANTING.

2. ALL DISTURBED AREAS UNLESS OTHERWISE SPECIFIED WITH PROPOSED PLANTS, SHALL BE REVEGETATED WITH THE UNDERSTORY SEED MIX AND ALL AREAS OF EXPOSED SOIL WILL BE STABILIZED WITH PINE STRAW OR WALK-ON-BARK MULCH TO A DEPTH OF 2". ALL PINE NEEDLE MULCH SHALL BE CLEAN OF ROCKS, TWIGS, AND OTHER DEBRIS.

3. IRRIGATION SHALL BE POINT SOURCE DRIP IRRIGATION CONTROLLED BY AN AUTOMATIC PRESSURE- REGULATING CONTROL VALVE. ALL CONTROL VALVES TO BE CONNECTED TO AN 8-STATION CENTRAL CONTROLLER WITH WEATHER SENSORS.

4. BACKFLOW PREVENTION DEVICE SHALL BE LOCATED TO PREVENT SAFETY HAZARD AND SHALL HAVE MAIN SHUT-OFF VALVE. LOW SPOTS IN SYSTEM SHALL HAVE AUTOMATIC DRAIN VALVES FOR PROTECTION AND WINTERIZATION.

5. ALL IRRIGATION LINES LOCATED WITHIN THE DRIP LINES OF EXISTING VEGETATION SHALL BE HAND-DUG IN ORDER TO PREVENT DAMAGE TO THE ROOT STRUCTURE.

6. EVERY EFFORT SHALL BE MADE TO LOCATE IRRIGATION ELEMENTS SO THEY ARE OUT OF SIGHT, CREATE LESS IMPACT, AND DONT CREATE SAFETY HAZARDS. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITY LINES PRIOR TO DIGGING.

7. MAINLINE FOR IRRIGATION SHALL BE 24" MIN. BELOW FINAL GRADE AND LATERAL LINES SHALL BE A MIN. OF 18" BELOW GRADE.

8. BOULDERS SHALL BE BURIED 1/3 THE SIZE OF BOULDER SO AS TO APPEAR NATIVE TO THE SITE.

9. PROPOSED PLANT MATERIAL SHALL BE THE VARIETY AND SIZE SPECIFIED ON THE PLAN AND BE HEALTHY AND WELL ROOTED AND CONFORM TO THE AMERICAN NURSERYMANS STANDARDS. SHOULD MATERIAL BE DEEMED UNSATISFACTORY BY OWNER OR LANDSCAPE ARCHITECT AT TIME OF PLANTING, IT SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.

10. BIOSOL SLOW-RELEASE GRANULAR ORGANIC FERTILIZER IS TO BE INCORPORATED INTO ALL PLANTING HOLES. SEE MANUFACTURER'S RECOMMENDATIONS.

11. PROPOSED TREES SHALL BE STAKED WITH TWO LODGEPOLE STAKES AND RUBBER TIES TO ALLOW FOR SOME SWAYING. IT IS RECOMMENDED TO WINTERIZE ALL PROPOSED TREES AND SHRUBS BY WRAPPING RIBBON SECURELY AROUND BRANCHING INTO A TIGHT UPRIGHT POSITION.

12. SEEDED AREAS SHALL BE RAKED PRIOR TO SEEDING TO LOOSEN SOIL. A FERTILE LAYER OF TOP SOIL SHALL BE APPLIED WITH BIOSOL AT RATE RECOMMENDED BY MANUFACTURER. SEED SHALL THEN BE COVERED BY A THIN LAYER OF PEAT MOSS, HUMUS, OR EQUAL.

13. INSTALLER TO BE LICENSED LANDSCAPE CONTRACTOR.

14. A REMINDER: BLUE PRINTS ARE LEGAL DOCUMENTS WHICH REQUIRE DUE RESPECT. ALL CONSTRUCTION SHALL BE EXECUTED ACCORDING TO DETAILS AND SPECIFICATIONS. LANDSCAPE ARCHITECT OR OWNER SHALL APPROVE DEVIATION FROM SUCH IN WRITING. CONTRACTOR IS INVITED TO OFFER SUBSTITUTIONS AND/OR CHANGES FOR CONSIDERATION BY LANDSCAPE ARCHITECT OR OWNER.

LANDSCAPE REQUIREMENTS	REQUIRED	PROPOSED
OUTSIDE PERIMETER OF PARKING: 1 TREE / 20 LF & 1 SHRUB / 5 LF	+/- 1100LF TOTAL = 55 TREES / 220 SHRUBS 20% 24" BOX VS 80% 15 GAL	58 TREES: 18 (24" BOX) & 40 (15 GAL) 220 SHRUBS: 154 - 5 GAL (70%) & 66 - 1 GAL (30%)
INTERIOR & ISLANDS ALONG PARKING: 200 SF LANDSCAPE / 5 PARKING SPACES (W/ 1 TREE, 1 - 5 GAL & 3 - 1 GAL)	200 SPACES = 40 LANDSCAPE UNITS = 40 TREES, 40 -5 GAL & 120 - 1 GAL 20% 24" BOX VS 80% 15 GAL	45 TREES: 28 - 5 GAL, 152 - 1 GAL 10 - 24" BOX (22%) & 36 - 15 GAL (78%)
TOTAL LANDSCAPE REQUIRED	95 TREES / 380 SHRUBS	104 TREES / 450 SHRUBS
*ADDITIONAL PLANTING NOT REQUIRED: TREES = 63, SHRUBS = 175		

1

PLANT TYPE	QUANTITY	RATIO OF TOTAL
INDIGENOUS	TREES: 92 SHRUBS: 251	92/167 = 55% 251/625 = 40%
DROUGHT TOLERANT	TREES: 46 SHRUBS: 251	46/167 =28% 178/625 =28%
SOD	4,290 SF	4,290/59,764 =7%

1

1 RESPONSE TO TOT LETTER 9-22-21

L2.0 PLANTING PLAN

JMA VENTURES - SOARING RANCH PHASE 3

0 30 60 90

1"=30'-0"

REGISTERED LANDSCAPE ARCHITECT LAURA J. NELD C-3828 REN. STATE OF CALIFORNIA

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IRRIGATION NOTES

1. INSTALLING CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND AREAS PRIOR TO START OF JOB. INTENT IS FOR FULL COVERAGE OF PLANTING. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO TRENCHING.
2. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHERE POSSIBLE. AVOID ANY CONFLICTS BETWEEN THE SPRINKLER SYSTEM, PLANTING AND ARCHITECTURAL FEATURES.
3. DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNERS AUTHORIZED REPRESENTATIVE. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
4. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, ETC. HE SHALL COORDINATE HIS WORK WITH THE GENERAL CONTRACTOR AND OTHER SUBCONTRACTORS FOR THE LOCATION AND THE INSTALLATION OF PIPE SLEEVES THROUGH WALLS, UNDER ROADWAYS, PAVING, STRUCTURES, ETC.
5. DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF HIS WORK AND PLAN HIS WORK ACCORDINGLY, FURNISHING SUCH FITTINGS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEMS, PLANTING, AND ARCHITECTURAL FEATURES.
6. ELECTRICAL CONTRACTOR TO SUPPLY 120 VAC (2.5 AMP) SERVICE TO CONTROLLER LOCATION. IRRIGATION CONTRACTOR TO MAKE FINAL CONNECTION FROM ELECTRICAL STUB-OUT TO CONTROLLER.
7. EACH CONTROLLER SHALL HAVE ITS OWN INDEPENDENT GROUND WIRE.
8. REMOTE CONTROL VALVES SHALL BE WIRED TO CONTROLLER IN SEQUENCE AS SHOWN ON PLANS. RUN WIRE FROM EACH RCV TO THE CONTROLLER. SPLICING WIRES TOGETHER OUTSIDE OF VALVE BOXES WILL NOT BE PERMITTED.
9. SPLICING OF 24-VOLT WIRES WILL NOT BE PERMITTED EXCEPT IN VALVE BOXES. LEAVE A 36" COIL OF EXCESS WIRE AT EACH SPLICE AND 100 FEET ON CENTER ALONG WIRE RUN. TAPE WIRE IN BUNDLES 10 FEET ON CENTER. NO TAPING PERMITTED INSIDE SLEEVES.
10. INSTALL TWO (2) SPARE CONTROL WIRES ALONG THE ENTIRE MAIN LINE. SPARE WIRES SHALL BE THE SAME COLOR (ONE WITH A WHITE STRIPE) AND OF A DIFFERENT COLOR THAN OTHER CONTROL WIRES. LOOP 36" EXCESS WIRE INTO EACH SINGLE VALVE BOX AND INTO ONE VALVE BOX IN EACH GROUP OF VALVES.
11. VALVE LOCATIONS SHOWN ARE DIAGRAMMATIC. INSTALL IN GROUND COVERSHRUB AREAS WHERE POSSIBLE (NOT IN LAWN AREA.) ALL VALVES SHALL BE BELOW GRADE IN BROOKS POLY-PLASTIC VALVE BOXES (10" ROUND MODEL #1100) OR EQUIVALENT. INSTALL VALVE BOXES IN PLANTERS WHENEVER POSSIBLE.
12. INSTALL VALVE BOXES MINIMUM 12" FROM AND PERPENDICULAR TO WALK, CURB, LAWN, BUILDING OR LANDSCAPE FEATURE. AT MULTIPLE VALVE BOX GROUPS, EACH BOX SHALL BE AN EQUAL DISTANCE FROM THE WALK, CURB, LAWN, ETC. AND EACH BOX SHALL BE MINIMUM 12" APART. SHORT SIDE OF VALVE BOXES SHALL BE PARALLEL TO WALK, CURB, LAWN, ETC.
13. LOCATE QUICK COUPLING VALVE 12" FROM HARDSCAPE AREA.
14. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE OF THE AREA TO BE IRRIGATED UNLESS OTHERWISE DESIGNATED ON THE PLANS.
15. IN LOCATIONS WHERE LOW HEAD DRAINAGE WILL CAUSE EROSION AND EXCESS WATER, USE POP-UP SPRINKLER MODELS WITH INTEGRAL CHECK VALVE OR A KING BROS. CV SERIES CHECK VALVE ON SHRUB RISERS IN LIEU OF SCHEDULE 80 COUPLING.
16. MAINLINE SHALL BE SCH 40 PVC AT A MINIMUM DEPTH OF 24" BELOW FINISH GRADE.LATERAL LINES SHALL BE SCH 40 PVC AT A MINIMUM DEPTH OF 18" BELOW GRADE. USE ONLY THE SOLVENT SUPPLIED AND RECOMMENDED BY THE PIPE MANUFACTURER TO MAKE PLASTIC PIPE JOINTS. ALLOW 15 MINUTES SET-UP CURING TIME BEFORE MOVING OR HANDLING, AND 24

Worksheet A - Water Efficient Landscape Worksheet

This worksheet shall be filled out by the project applicant and is required to be submitted with the Landscape Design Plan. Please fill in the blue cells.
This form is required for the following projects:
- All projects that propose landscaping 2,500 s.f. or greater; and
- Projects with 500 s.f. or more but less than 2,500 s.f. of landscaping that are not proposing use of the prescriptive approach (Worksheet C) and/or the low water use plant area is less than 75%.

A project applicant shall complete the Water Efficient Landscape Worksheet which contains information on the plant factor, irrigation method, irrigation efficiency, and area associated with each hydrozone. Calculations are then made to show that the evapotranspiration adjustment factor (ETAF) for the landscape project does not exceed a factor of 0.55 for residential areas and 0.45 for nonresidential areas, exclusive of Special Landscape Areas. The ETAF for a landscape project is based on the plant factors and irrigation methods selected. The Maximum Applied Water Allowance is calculated based on the maximum ETAF allowed (0.55 for residential areas and 0.45 for non-residential areas) and expressed as annual gallons required. The Estimated Total Water Use (ETWU) is calculated based on the plants used and irrigation method selected for the landscape design. ETWU must be below the MAWA.

Prior to land use approval: Submit a Landscape Plan identifying hydrozones, locations, and types of plantings; submit a conceptual irrigation plan; and submit Worksheet A (this form).
Prior to building permit issuance: Submit a Landscape Plan, Irrigation Design Plan, and Worksheet A (this form).
Prior to final: Submit an irrigation schedule, maintenance schedule, and a Certificate of Compliance (Worksheet B). For single-family residential projects, submit these documents to the owner for reference.

Project Name: Soaring Ranch Phase 3
Planning Application or Building Permit#:
Reference Evapotranspiration (ETo) = 36.2
Is this a residential project? No

Regular Landscape Areas

Hydrozone #/ Planting Description[a]	Water Use (WUCOLS Website)	Plant Factor (PF)[b]	Irrigation Method[c]	Irrigation Efficiency (IE)[d]	ETAF[e] (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[f]
A	Very Low	0.05	Temporary Irrigation	0.2	0.3	9,452	2,363	53,035
B	Moderate	0.40	Drip	0.81	0.5	8,425	4,160	93,378
C	Low	0.10	Drip	0.81	0.1	4,015	496	11,135
D	Low	0.10	Drip	0.81	0.1	4,859	600	13,464
E	Low	0.10	Drip	0.81	0.1	28,550	3,525	79,106
F	High	0.70	Spray	0.75	0.9	4,024	3,756	84,294
	[Choose one]		[Choose one]		0.0			-
	[Choose one]		[Choose one]		0.0			-
					Totals	59,325	14,899	334,404
					Average ETAF for Regular Landscape Areas		0.25	

If it is a residential project:
If it is a non-residential project: **The Average ETAF complies**

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas and 0.45 or below for non-residential areas.

Special Landscape Areas (SLA) - Areas of the landscape dedicated soley to edible plants, recreational areas (excluding single-family residential areas), areas irrigated with recycled water, or water features using recycled water.

Hydrozone #/ Planting Description[a]	Water Use (WUCOLS Website)	Plant Factor (PF)[b]	Irrigation Method[c]	Irrigation Efficiency (IE)[d]	ETAF[e] (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[f]
					1		0	-
					1		0	-
					1		0	-
					1		0	-
					1		0	-
					1		0	-
					1		0	-
					1		0	-
					Totals	0	0	-

Estimated Total Water Use (ETWU) Total	334,404
Maximum Allowed Water Allowance (MAWA) for Residential Areas[g]	732,320
Maximum Allowed Water Allowance (MAWA) for Non-Residential Areas[g]	599,171

To comply with this chapter, the ETWU must be equal to or less than the MAWA.
If it is a residential project:
If it is a non-residential project: **The ETWU complies with the MAWA**

[a] Hydrozone#/Planting Description Examples: 1) Front lawn; 2) Low water use plantings; 3) medium water use planting

[b] Plant Factor (PF) is a factor, when multiplied by ETo, estimates the amount of water needed by plants. The plant factor range for very low water use plants: 0.1; for low water use plants: 0.2; for moderate water use plants: 0.5; and high water use plants: 0.8. Surface area of a water features shall be included in the high use hydrozone area (1). Temporarily irrigated areas shall be included in the low water use hydrozone. Plant factors are derived from the Water Use Classification of Landscape Species published by the University of California Cooperative Extension, and the Department of Water Resources 2014 (http://ucanr.edu/sites/WUCOLS/Plant_Search/). Plant factors may also be obtained from horticultural researchers from academic institutions or professional associations as approved by the California Department of Water Resources.
[c] Irrigation Method: Overhead spray or drip
[d] Irrigation Efficiency: 0.75 for spray head; 0.81 for drip
[e] ETAF: Estimated Total Adjustment Factor. Factor of 0.55 for residential areas and 0.45 for non-residential areas, that, when applied to reference evapotranspiration, adjusts for plant factors and irrigation efficiency; two major influences upon the amount of water that needs to be applied to the landscape. The ETAF for new and existing (non-rehabilitated) Special Landscape Areas shall not exceed 1.0. The ETAF for existing non-rehabilitated landscapes is 0.8.

[f] ETWU (Annual gallons required) Eto x 0.62 x ETAF x Area (0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year)
[g] MAWA (Annual Gallons Allowed): (Eto)(0.62)[(ETAF x LA) + (1-ETAF) x SLA)]

0.62 = conversion factor that converts acre-inches per acre per year to gallons per square foot per year
LA = total landscape area in square feet
SLA = total special landscape area in square feet
ETAF = Evapotranspiration Adjustment Factor, which adjusts for plant factors and irrigation efficiencies;

IRRIGATION LEGEND

- MAIN SHUT OFF VALVE
- 8 STATION MODULAR CONTROLLER WITH WEATHER SENSORS
- 4" AUTOMATIC REMOTE CONTROL VALVE WITH PRESSURE REGULATING MODULE
- QUICK COUPLING VALVE
- 3/4" GALVANIZED RP BACKFLOW DEVICE
- POINT OF CONNECTION
- APPROVED PVC SCH 40 MAIN LINE- 1"
- APPROVED PVC SCH 40 LATERAL LINE
- DRIP IRRIGATION VALVE #
- DRIP IRRIGATION VALVE SIZE
- DRIP IRRIGATION ZONE
- CONNECTION STUB OUT
- IRRIGATION SLEEVE

IRRIGATION ZONES

- A = RIPERIAN / RAIN GARDEN = 9,452 SF
- B = DRIER PARK AREA = 8,679 SF
- C = BUILDING FRONTAGE = 3,934 SF
- D = PARKING ISLANDS = 4,859 SF
- E = FOREST SCREENING = 28,550 SF
- F = LAWN = 4,290 SF

1 RESPONSE TO TOT LETTER 9-22-21

L3.0 IRRIGATION ZONES

JMA VENTURES - SOARING RANCH PHASE 3

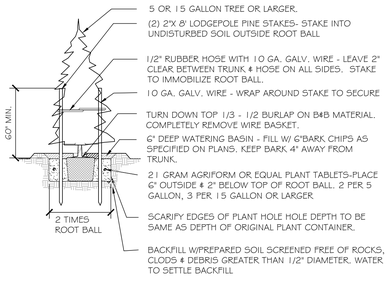
0 30 60 90
1"=30'-0"

REGISTERED LANDSCAPE ARCHITECT JOHN J. WELCH C-3828 REN. STATE OF CALIFORNIA

LANDSCAPE ARCHITECTURE AND PLANNING
L J M DESIGN GROUP
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Email: info@ljmdesigngroup.com
CA. Lic. #3828 NV. Lic. #423

DAHLIN
501 West Broadway, Suite 1080
San Diego, California 92101
858-350-0544

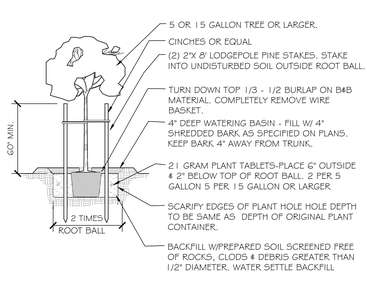
JOB NO.
DATE 08/02/21



NOTES:
1. REMOVE ALL NURSERY STAKES, TIES & TAGS- TREE MUST STAND UPRIGHT TO BE ACCEPTABLE.
2. REMOVE DAMAGED BRANCHES - DO NOT REMOVE CENTRAL LEADER OR ANY LOWER BRANCHES.
3. TOP OF ROOT BALL TO BE 1" ABOVE EXISTING GRADE - NO NATIVE SOIL TO BE PLACED ON TOP OF ROOT BALL.
4. GRADE WATERING BASIN SUCH THAT WATER COLLECTS AT EDGE OF ROOT BALL, NOT AT TRUNK.
5. THOROUGHLY WATER IMMEDIATELY AFTER PLANTING
6. PREPARE BACKFILL MIX IN ACCORDANCE WITH SOIL TESTING LAB RECOMMENDATIONS.

1 EVERGREEN TREE PLANTING

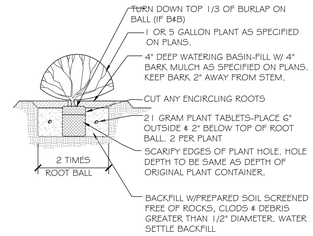
NOT TO SCALE



NOTES:
1. REMOVE ALL NURSERY STAKES, TIES & TAGS- TREE MUST STAND UPRIGHT TO BE ACCEPTABLE
2. REMOVE DAMAGED BRANCHES - DO NOT REMOVE CENTRAL LEADER OR ANY LOWER BRANCHES.
3. TOP OF ROOT BALL TO BE 1" ABOVE EXISTING GRADE - NO NATIVE SOIL TO BE PLACED ON TOP OF ROOT BALL.
4. GRADE WATERING BASIN SUCH THAT WATER COLLECTS AT EDGE OF ROOT BALL, NOT AT TRUNK.
5. THOROUGHLY WATER IMMEDIATELY AFTER PLANTING
6. PREPARE BACKFILL MIX IN ACCORDANCE WITH SOIL TESTING LAB RECOMMENDATIONS.

2 DECIDUOUS TREE PLANTING

NOT TO SCALE



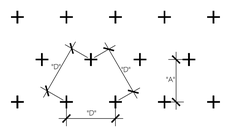
NOTES:

1. WATER PLANT WELL IMMEDIATELY AFTER PLANTING.
2. REMOVE DAMAGED BRANCHES - DO NOT REMOVE CENTRAL LEADER OR ANY LOWER BRANCHES
3. TOP OF ROOT BALL TO BE 1" ABOVE EXISTING GRADE - NO NATIVE SOIL TO BE PLACED ON TOP OF ROOT BALL.
4. GRADE WATERING BASIN SO THAT WATER COLLECTS AT EDGE OF ROOT BALL, NOT AT STEM.

3 SHRUB PLANTING

NOT TO SCALE

SPACING "D"	ROW "A"	NO. OF PLANTS	AREA UNIT
6" O.C.	5.2"	.2150	1 SQ. FT.
8" O.C.	6.93"	.3886	1 SQ. FT.
10" O.C.	8.66"	.5976	1 SQ. FT.
12" O.C.	10.4"	.87	1 SQ. FT.
15" O.C.	13.0"	1.35	1 SQ. FT.
18" O.C.	15.6"	1.95	1 SQ. FT.
24" O.C.	20.8"	3.46	1 SQ. FT.
30" O.C.	26.0"	5.425	1 SQ. FT.
36" O.C.	31.2"	7.80	1 SQ. FT.



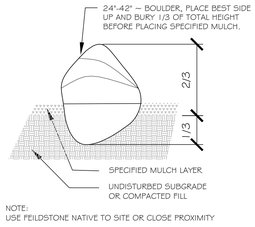
4 GROUNDCOVER SPACING CHART

NOT TO SCALE



5 BASALT BENCH

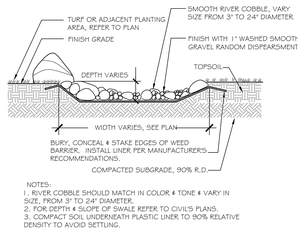
NOT TO SCALE



NOTE:
USE FEILDSTONE NATIVE TO SITE OR CLOSE PROXIMITY

6 BOULDER PLACEMENT

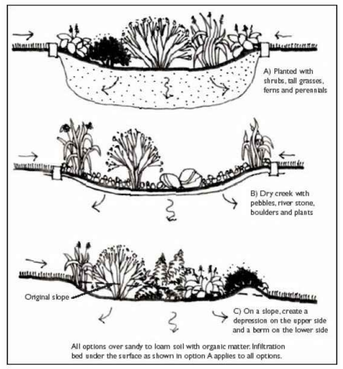
NOT TO SCALE



NOTES:
1. RIVER COBBLE SHOULD MATCH IN COLOR & TONE & VARY IN SIZE, FROM 3" TO 24" DIAMETER.
2. FOR DEPTH & SLOPE OF SWALE REFER TO CIVILS PLANS.
3. COMPACT SOIL UNDERNEATH PLASTIC LINER TO 90% RELATIVE DENSITY TO AVOID SETTLING.

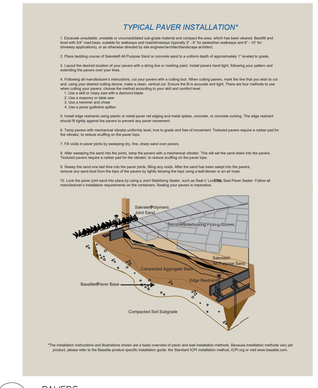
7 DRY CREEK

NOT TO SCALE



8 RAIN GARDEN

NOT TO SCALE



*The installation instructions and illustrations shown are a basic overview of paver and wall installation methods. Because installation methods vary per product, please refer to the Basalite product specific installation guide, the Standard ICPI installation method, ICPI.org or visit www.basalite.com.

9 PAVERS

NOT TO SCALE



10 FIREPIT

NOT TO SCALE



WOOD AND HOG WIRE FENCE

11 FENCE

NOT TO SCALE



WWW.URBANACCESSARIES.COM
877-487-0488
4' SQ CASCADE

12 TREE GRATE

NOT TO SCALE

L4.0 DETAILS

JMA VENTURES - SOARING RANCH PHASE 3

REGISTERED LANDSCAPE ARCHITECT
LAURA J. NEILD
C-3828
REN ____
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Truckee, CA 96160
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info@ljmdesigngroup.com
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JOB NO.
DATE 08/02/21

501 West Broadway, Suite 1080
San Diego, California 92101
858-350-0544



WWW.PLAYWORLD.COM
PRODUCT: HOT LAVA CHALLENGERS
800-233-8404

1 PLAY STRUCTURE (DAYCARE)
NOT TO SCALE



BIENSTOCK NATURAL PLAYGROUNDS
WWW.NATURALPLAYGROUNDS.CA
800-306-3319

2 NATURAL PLAY STRUCTURE
NOT TO SCALE



WWW.STREETLIFE.NL
SOLID BIKE PARKING

3 BIKE RACKS
NOT TO SCALE



WWW.THEPARKCATALOG.COM
866-280-9894
EVEREST SERIES
8' HEAVY DUTY PICNIC TABLE / DARK GREEN

4 PICNIC TABLES
NOT TO SCALE

TROPITONE
BEAUTIFULLY CRAFTED, TIME TESTED
www.tropitone.com

Aluminum Slat 42" Square Dining Umbrella Table



Product Info

Aluminum Slat 42" Square Dining Umbrella Table
Product No.: 872043U-29

Specifications

Height (in.)	29.25
Width (in.)	42
Depth (in.)	42
Product Weight (lbs.)	47

5 SQUARE DINING TABLE (OR SIMILAR)
NOT TO SCALE

TROPITONE
BEAUTIFULLY CRAFTED, TIME TESTED
www.tropitone.com

South Beach Relaxed Sling Dining Chair



Product Info

South Beach Relaxed Sling Dining Chair
Product No.: 240524

Options

Finish	Bronze Mica (BZM)
Fabric	Gaviota (29134)

Specifications

Height (in.)	32
Width (in.)	26.5
Depth (in.)	25.5
Seat Height (in.)	16.5
Arm Height (in.)	24.5
Product Weight (lbs.)	10.5
Nest Quantity	4

6 DINING CHAIR (OR SIMILAR)
NOT TO SCALE



WWW.STREETLIFE.NL
LONG&LEAN BENCH

7 BENCH
NOT TO SCALE

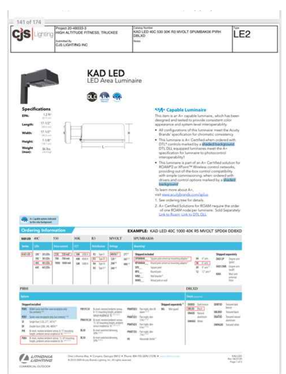


8 BBQ
NOT TO SCALE



WWW.HUBBELL.COM
KICK™ BOLLARD
MODEL #: KBG-Y2-1030

9 BOLLARD (W/LIGHT)
NOT TO SCALE



1 NOTE: LENS SHIELDED & DOWN DIRECTED
MODEL #: KADLED40C53030KR3MVOLT
PARKING LOT LIGHT 1

10
NOT TO SCALE



L4.1 DETAILS

JMA VENTURES - SOARING RANCH PHASE 3

REGISTERED LANDSCAPE ARCHITECT
MARK J. REILLY
C-3828
REN. ____
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L J M
DESIGN GROUP

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Truckee, CA 96160

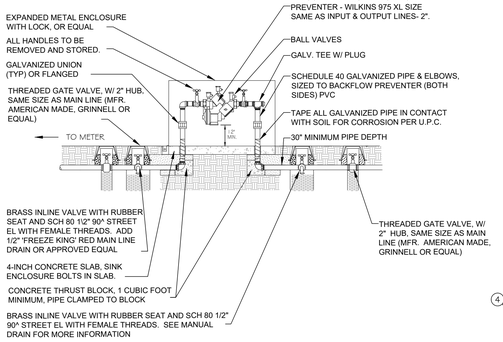
Tel. 530.587.6003
Email:
info@jmdesigngroup.com
CA. Lic. #3828 NV. Lic. #423

501 West Broadway, Suite 1080
San Diego, California 92101
858-350-0544

1 RESPONSE TO TOT LETTER 9-22-21

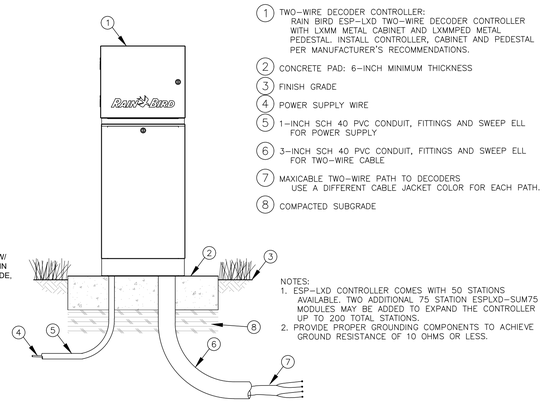
JOB NO.

DATE 08/02/21



1 BACKFLOW PREVENTION

NOT TO SCALE

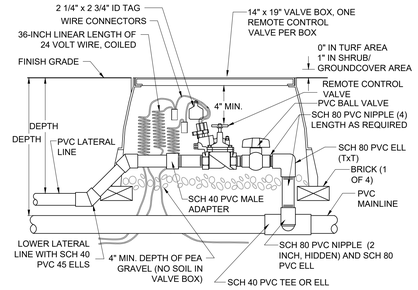


1. TWO-WIRE DECODER CONTROLLER: RAIN BIRD ESP-LXD TWO-WIRE DECODER CONTROLLER WITH LXMM METAL CABINET AND LXMMPED METAL PEDESTAL. INSTALL CONTROLLER, CABINET AND PEDESTAL PER MANUFACTURER'S RECOMMENDATIONS.
2. CONCRETE PAD: 6-INCH MINIMUM THICKNESS
3. FINISH GRADE
4. POWER SUPPLY WIRE
5. 1-INCH SCH 40 PVC CONDUIT, FITTINGS AND SWEEP ELL FOR POWER SUPPLY
6. 3-INCH SCH 40 PVC CONDUIT, FITTINGS AND SWEEP ELL FOR TWO-WIRE CABLE
7. MAXICABLE TWO-WIRE PATH TO DECODERS USE A DIFFERENT CABLE JACKET COLOR FOR EACH PATH.
8. COMPACTED SUBGRADE

NOTES:
1. ESP-LXD CONTROLLER COMES WITH 50 STATIONS AVAILABLE. TWO ADDITIONAL 75 STATION ESPLXD-SUM75 MODULES MAY BE ADDED TO EXPAND THE CONTROLLER UP TO 200 TOTAL STATIONS.
2. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS.

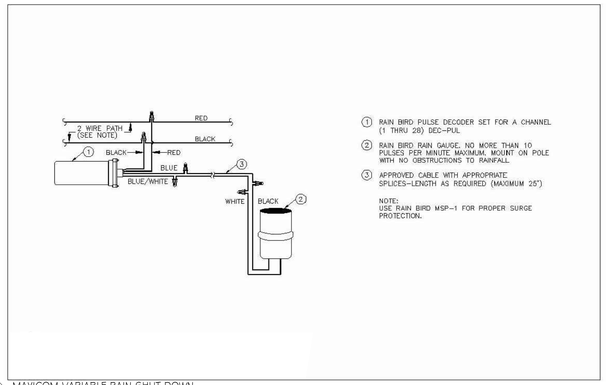
2 CONTROLLER IN WATERPROOF PEDESTAL

NOT TO SCALE



3 REMOTE CONTROL VALVE AND BALL VALVE

NOT TO SCALE

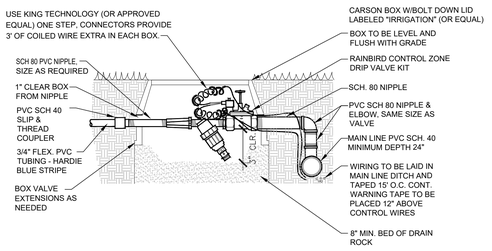


1. RAIN BIRD PULSE DECODER SET FOR A CHANNEL (1 THRU 28) DEC-PUL
2. RAIN BIRD RAIN GAUGE, NO MORE THAN 10 PULSES PER MINUTE MAXIMUM. MOUNT ON POLE WITH NO OBSTRUCTIONS TO RAINFALL
3. APPROVED CABLE WITH APPROPRIATE SPLICES-LENGTH AS REQUIRED (MAXIMUM 25')

NOTE:
USE RAIN BIRD MSP-1 FOR PROPER SURGE PROTECTION.

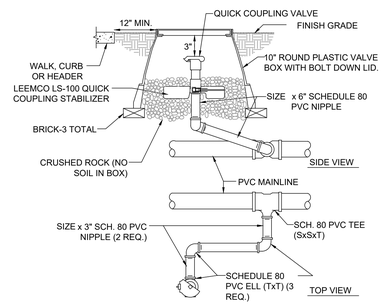
4 MAXICOM VARIABLE RAIN-SHUT DOWN

NOT TO SCALE



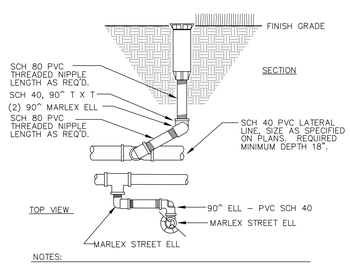
5 DRIP IRRIGATION CONTROL VALVE

NOT TO SCALE



6 QUICK COUPLER IN BOX

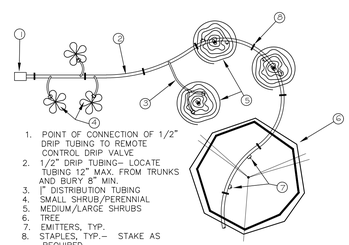
NOT TO SCALE



NOTES:
1. LOCATE HEADS 2" FROM WALKS, CURBS, HARDSCAPING, MOW STRIPS, HEADER BOARDS AND THE EDGE OF LAWN AREAS.
2. USE TWO FULL TURNS OF TEFLON TAPE ON ALL THREADED JOINTS
3. REFER TO SPECIFICATIONS AND PLAN FOR MORE DETAILS.

7 POP-UP SPRAY HEAD

NOT TO SCALE



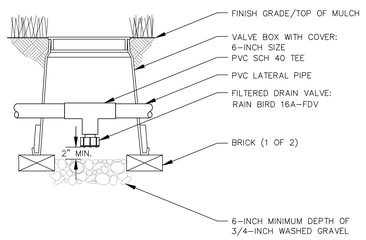
1. POINT OF CONNECTION OF 1/2" DRIP TUBING TO REMOTE CONTROL DRIP VALVE
2. 1/2" DRIP TUBING- LOCATE TUBING 12" MAX. FROM TRUNKS AND BURY 8" MIN.
3. I" DISTRIBUTION TUBING
4. SMALL SHRUB/PERENNIAL
5. MEDIUM/LARGE SHRUBS
6. TREE
7. EMITTERS, TYP.
8. STAPLES, TYP.- STAKE AS REQUIRED

NOTE: PROVIDE TO FOLLOWING EMITTERS FOR EACH SIZE OF PLANTS
SMALL SHRUBS (1 GAL.) 2 - 1 GPH EMITTER
MED./LG. SHRUBS (5-15 GAL.) 2 - 2 GPH EMITTERS
TREES 3 - 2 GPH EMITTERS. THIS IS ONLY A GENERAL GUIDE SOME PLANTS WILL HAVE DIFFERING WATER REQUIREMENTS AND MAY NEED MORE OR LESS EMITTERS.

DRIP TUBING LAYOUT

8 DRIP LINE LAYOUT

NOT TO SCALE



9 FREEZE DRAIN

NOT TO SCALE

L4.2 IRRIGATION DETAILS

JMA VENTURES - SOARING RANCH PHASE 3

REGISTERED LANDSCAPE ARCHITECT
LAURA J. REED
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Email:
info@ljmdesigngroup.com
CA. Lic. #3828 NV. Lic. #423

JOB NO.
DATE 08/02/21

501 West Broadway, Suite 1080
San Diego, California 92101
858-350-0544

LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	LAMP	BALLAST	MOUNTING	MODEL	INPUT WATTS	VOLTS	NOTES
E1		LED SCONCE	(1) 35W LED		SURFACE	TERON LIGHTING: TTN TRITON LED	35	120V 1P 2W	PHASE III. EXTERIOR.
E2		LED WALL SCONCE	(1) 30W LED		SURFACE	WAC LIGHTING: WS-W44014-BK	30	120V 1P 2W	PHASE III. EXTERIOR.
E3		LED DOWNLIGHT	(1) 30W LED		SURFACE	WAC LIGHTING: FM-2612 A101414	30	120V 1P 2W	PHASE III. EXTERIOR.
E4		17' LED POLE LIGHT	(1) 71W LED		POLE	LITHONIA LIGHTING: KAD LED 40C 530 30K R3 MVOLT	71	120V 1P 2W	PHASE III. EXTERIOR. SINGLE OR DUAL HEAD CONFIGURATION. REFER TO SHEET E0.1 FOR LAYOUT.
E5		42" LED BOLLARD	(1) 14W LED		SURFACE	ARCHITECTURAL AREA LIGHTING: KB6-Y2-1030	14	120V 1P 2W	PHASE III. EXTERIOR.

E1

TRITON LED

Architectural Outdoor

PROJECT:
TYPE:
PO#: QTY:
COMMENTS:

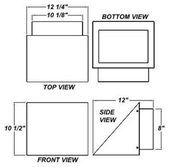


FEATURES

- Aluminum Housing w/ Textured Bronze Polyester Powder Coat Finish
- Aluminum Reflector
- Clear Tempered Glass Diffuser
- CSA Listed Wet Location For Wall Mounting -Down Light only
- Dark Sky Compliant
- Fully Gasketed
- Integral Emergency Battery Available
- LED Light Fixture
- Mounts Direct to Flat Surface w/ Two #8 Wall Anchors (Not Included)
- Surge Protector

LINE DRAWING

LINE DRAWING NOT TO SCALE



FINISHES



For RAL Colors & Custom Match - Contact Teron Lighting Inc.

TERONLIGHTING.COM
33 DONALD DR, FAIRFIELD, OH 45014
P: 513.858.6004 F: 513.858.6038
E: SALES@TERONLIGHT.COM

BUY AMERICAN SINCE 1979

We reserve the right to revise the design components of any product due to parts availability or change in UL standards, without assuming any obligation or liability to modify any products previously manufactured, and without notice.

SEND CUT-SHEET

E2

WAC Lighting WS-W44014-BK

Axel LED 3 inch Black ADA Wall Light in 14in, dweLED



Brand Information

- Brand: WAC Lighting
- Collection: Axel
- SKU: WS-W44014-BK
- UPC: 790576789828

Dimensions and Weight

- Length: 6.00 in.
- Width: 3.00 in.
- Height: 14.00 in.
- Weight: 5.51 lb.

Other Specifications

- Ships Via: Ground (FREE SHIPPING)
- Warranty: 5 Years Functional, 2 Years Finish

Additional Details

- Construction: Aluminum hardware with silk screen tempered glass diffuser.
- Special frame designed to secure glass diffuser. Weather resistant finish and coating. Can be mounted on wall in all orientations
- ACLED technology, no driver or transformer necessary for easy install over a standard or pancake junction box.
- Smooth and continuous dimming with an electronic low voltage (ELV) dimmer.
- High Powered Replaceable LED Module CRI: 90, Rated Hours: 50000, Color Temp: 3000K.
- Standards: ETL & cETL UL 1598, IP65 listed for Wet Locations. CEC Title 24 Compliant, and ADA Compliant.
- Complete System: Yes
- Reversible: No
- Interior/Exterior: Exterior & Interior
- Hardwired or Portable: Hardwired

Design Information

- Category: Wall Sconces
- Finish: Black
- Glass: Silk Screened Tempered Glass
- Material: Aluminum

Bulb Information

- Bulbs Included: Yes
- Dimmable: Yes
- Bulb Category: LED
- Primary Bulb(s): 1 x 30.00 watts LED Module
- Color Temperature: 3000K
- Color Rendering Index: 90.0000
- Total Lumens: 2137
- Total Wattage: 30W
- Additional Bulb Details: Dimmable: ELV, Watts Per Bulb: 30, Beam Spread: Flood, Average Hours: 50000, Bulb Base: LED Module - ACLED Module

Product Rating

- Voltage: 120V
- Safety Rating: ETL/cETL Wet
- ADA Approved
- Title 24 Approved

Documents

- Spec Sheet: WS-W440_SP.pdf
- Install Sheet: WS-W440_IN.pdf

E3

WAC Lighting FM-W2612-BZ

Tube LED 12 inch Bronze Indoor/Outdoor Flush Mount



Brand Information

- Brand: WAC Lighting
- Collection: Tube
- SKU: FM-W2612-BZ
- UPC: 790576354880

Dimensions and Weight

- Length: 12.00 in.
- Width: 12.00 in.
- Height: 3.88 in.
- Diameter: 12.00 in.
- Weight: 2.95 lb.

Other Specifications

- Ships Via: Ground (FREE SHIPPING)
- Warranty: 5 Years Components/2 Years Finish

Additional Details

- Energy Star rated CEC Title 24 Compliant Wall or Ceiling Mount IP65 Rated, ETL & cETL wet Location Listed Die-Cast Aluminum Construction Universal Voltage Input (120V - 277V) Dimming ELV (120V) or 0-10V 70,000 Hours Rated Life High 90 CRI Color Temp 3000K
- Estimated Life: 70,000 Hours

Design Information

- Category: Outdoor Ceiling Lights
- Finish: Bronze
- Glass: White Diffuser Glass
- Material: Die-Cast Aluminum

Bulb Information

- Bulbs Included: No
- Bulb Category: LED
- Primary Bulb(s): 1 x 30.00 watts Module
- Color Temperature: 3000K
- Color Rendering Index: 90.0000
- Total Lumens: 1740

Product Rating

- Voltage: 120V-277V
- Outdoor Rating: Suitable for Wet Locations
- Safety Rating: UL/ETL Listed
- Energy Star Efficient
- ADA Approved
- Title 24 Approved

Documents

- Spec Sheet: FM-W2612_SP.pdf
- Install Sheet: FM-W2612_IN.pdf

E4



KAD LED

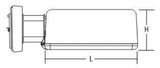
LED Area Luminaire

Buy American

Catalog Number
Notes
Type

Specifications

EPA: 1.2 ft² (0.11 m²)
Length: 17-1/2" (44.5 cm)
Width: 7" (17.8 cm)
Height: 7-1/8" (18.1 cm)
Weight (max): 36 lbs. (16.4 kg)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM®2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

KAD LED										
Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting[1]				
KAD LED	20C[*] 20 LEDs 30C[*] 30 LEDs 40C 40 LEDs 60C 60 LEDs	530 530 mA[*] 700 700 mA 1000 1000 mA	30K 3000 K 40K 4000 K 50K 5000 K	R2 Type II R3 Type III R4 Type IV R5 Type V[2]	MVOLT[1] 277[*] 120[*] 347[3] 208[*3] 480[3,4]	Shipped included SPUMBAK___ Square pole universal mounting adaptor[5] 04 4" arm RPUMBAK___ Round pole universal mounting adaptor[5] 06 6" arm 09 9" arm[6] SPD___ Square pole RPD___ Round pole 12 12" arm[6] WBD___ Wall bracket[7] WMD___ Wood pole or wall		Shipped separately DAD12P Degree arms (pole) DAD12WB Degree arms (wall) KMA Mast arm external fitter			

Options				Finish (required)	
Shipped installed			Shipped separately[8]	DDBXD Dark bronze	DBTXD Textured dark bronze
PE5RS NEMA twist-lock five-wire receptacle only (no controls)[9,10]			WG Wire guard	DBLXD Black	DBLBXD Textured black
PE7RS Seven-wire receptacle only (no controls)[9,10]		PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 3fc[11,12,13]	PAMTD03 Part night, dim till dawn[13,14]	DNAXD Natural aluminum	DNATXD Textured natural aluminum
SF Single fuse (120, 277, 347V)[4]		PIR1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 3fc[11,12,13]	PAMTD03 Part night, dim 1 hr[13,14]	DWHXD White	DWHGXD Textured white
DF Double fuse (208, 240, 480V)[4]			PAMTD503 Part night, dim 4 hrs[13,14]		
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[11,12,13]		BL30 Bi-level switched dimming, 30%[11,13]	PAMTD703 Part night, dim 7 hrs[13,14]		
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[11,12,13]		BL50 Bi-level switched dimming, 50%[11,13]	HS Housekie shield[15]		

LITHONIA LIGHTING COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800-705-SERV (7378) • www.lithonia.com

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KAD-LED
Rev. 04/19/21

Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 SI	Photocell - SSL twist-lock (120-277V) [16]
DLL347F 1.5 CUL SI	Photocell - SSL twist-lock (347V) [16]
DLL480F 1.5 CUL SI	Photocell - SSL twist-lock (480V) [16]
DSHORT SBK U	Shorting cap [16]
KADLEDHS 20C SI	Houseside shield for 20 LED unit
KADLEDHS 30C SI	Houseside shield for 30 LED unit
KADLEDHS 40C U	Houseside shield for 40 LED unit
KADLEDHS 60C SI	Houseside shield for 60 LED unit
KMA DBXD U	Mast arm adapter (specify finish)
KADWG U	Wire guard accessory
PUMBAK DDBXD U[17]	Square and round pole universal mount-ing bracket adapter (specify finish)

For more control options, visit ROAM and DTL DLL online.

*Round pole top must be 3.25" O.D. minimum.

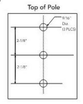
NOTES

1. 20C or 30C LED are not available with 530 Drive Current and 347V or 480V.
2. Any Type 5 distribution, is not available with WBA.
3. Any PIRx with BL30, BL50 or PAMT, is not available with 208V,240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
5. For 2 @ 180° arm mounting when two or more luminaires are oriented on a 90° drilling pattern.
6. Available as a separate combination accessory: PUMBAK (finish) U.
7. Mounting must be restricted to ±45° from horizontal arm per ANSI C136.19.2010. Not available with motion sensor.
8. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
9. If RCAMP node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
10. PIR and PIR1FC3V specify the SensorSwitch SBGR-10-DCSP control; PIRH and PIR1FC3V specify the SensorSwitch SBGR-4-DCSP control. Dimming driver standard. Not available with PER5 or PER7.
11. Not available with fusing or with 347V or 480V & 30°C.
12. Reference Motion Sensor table.
13. Reference PER table on page 3 to see functionality.
14. Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
15. Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7 or PIRMT options.
16. Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7, BL30 or BL50.
17. Also available as a separate accessory; see Accessories information.
18. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

Drilling Template #5

HANDHOLE ORIENTATION

Top of Pole



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	T20-190	T20-280	T20-290	T20-320	T20-390	T20-490
2-7/8"	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4"	T35-190	T35-280	T35-290	T35-320	T35-390	T35-490

** For round pole mounting (RPDXD) only. 1 Requires 9" or 12" arm.

Pole drilling nomenclature: # of Heads at degree from handhole (default side A)				
DM19	DM28	DM29	DM39	DM49
1 at 90°	2 at 280°	2 at 90°	3 at 90°	4 at 90°
Side B	Side B & D	Side B & C	Side A, B, & D	Sides A, B, C, D

Note: Review luminaire spec sheet for specific nomenclature

E5

architectural area lighting

KB6-LED

BOLLARDS

DATE: LOCATION:
TYPE: PROJECT:
CATALOG #:

KICK™



Kick-Bollard

RELATED PRODUCTS

K4 KM4 K5

FEATURES

- Sensor and wireless operation
- Field rotatable optics and housing
- Customizable side panels
- True IES Type 2, 3, 4, 5 distributions
- 3000K , 4000K, 5000K CCT
- Integral thermal protection

CONTROL TECHNOLOGY

SiteSync

SPECIFICATIONS

HOUSING

- Housing shroud shall be extruded 6061-T6 aluminum alloy with a welded top cap that shall be free of any visible weld or grind marks.
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Brackentry shall be aluminum and hardware shall be stainless steel.
- Housing shall be independently field rotatable of the optical distribution.
- Default factory orientations of shielding location relative to the optical system shall be:
- A - Street Side
  C – House Side/LED/Optics

LED/OPTICS

- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB).
- Optical lenses shall be clear injection molded PMMA acrylic.
- House side shield shall be field installable on any face of the housing.
- Light engine and optical distributions shall be field rotatable.

INSTALLATION

- Anchor bolts and anchor bolt template shall be included.
- Service access to the driver assembly shall require a 3/16" hex driver (information provided by engineering) to loosen (4) stainless steel set screws to allow the housing to be removed for access to the gear compartment. Gear compartment shall require a Philips driver (information provided by engineering to open service panel.

INSTALLATION (CONTINUED)

- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal.

ELECTRICAL

- Luminaires shall have integral surge protection that shall be UL, recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J.
- Drivers shall be UL recognized.
- 100%-1% dimming range. Fixture will be wired for low voltage 0-10V dimming control
- Luminaire shall be capable of operating at 100% power in a 40° ambient environment. Both driver and optical array shall have integral thermal protection that shall dim the luminaire upon detection of fixture temperatures in excess of 85°C.
- Luminaires not configured with an optional control system shall be provided with 0-10V purple and gray dimming leads.

CONTROLS

- Wireless enabled fixtures shall support bi-directional radio frequency (RF) communications utilizing IEEE 802.15.4 operating in the 2.4GHZ ISM band.
- Up to 1000' wireless range may be reduced by physical obstructions between lighting fixtures.
- Sensor enabled fixture settings shall come to full brightness upon detecting motion and go to 50% output after 5 minutes of detecting no motion.

CONTROLS (CONTINUED)

- Motion Sensor shall use microwave sensing technology that reacts to physical changes in within the coverage area. Careful consideration must be given to objects or activity that may trigger the sensor unintentionally.

CERTIFICATIONS

- Luminaire shall be listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- IDA approved, 3000K and warmer CCTs only.
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. See Buy American Solutions

WARRANTY

- See HLI Standard Warranty for additional information



continued on page 3

KEY DATA	
Lumen Range	1744-18763
Wattage Range	87-173
Efficacy Range (LPW)	79-119
Weight	20 lbs 9.07 kg
EPA	1.4

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HUBBELL Lighting

architectural area lighting

KB6-LED

BOLLARDS

DATE: LOCATION:
TYPE: PROJECT:
CATALOG #:

ORDERING GUIDE

CATALOG #

Example: KB6-LED-Y2-B-2040-347-BLT

Model		Distribution		Shielding		Light Engine [1]		Control (May choose one)	
KB6-LED	8" Square x 42" (54in Bollard)	Y2	IES Type II Clear Lens	Optional, may choose from No 3 sides closed from options A, B, C, D or you may choose HSS option. Refer to page 4 for additional information		1030	3000K CCT, CRI 70, 15 Watts	SWP	SiteSync Pre-commissioned [4]
		Y3	IES Type III Clear Lens			1040	4000K CCT, CRI 70, 15 Watts	SC-MW	SiteSync Motion Sensor, <240 coverage
		Y4	IES Type IV Clear Lens			1050	5000K CCT, CRI 70, 15 Watts	WIR	wiScape Connectivity Ready
		Y5	IES Type V Clear Lens			2030	3000K CCT, CRI 70, 30 Watts	BPC	Button Type Photocell
		YO	Symmetric distribution, diffused lens	A	Short side closed	2040	4000K CCT, CRI 70, 30 Watts	SWF	SiteSync Field Commission
				B	Side 90° counterclockwise from short side closed	2050	5000K CCT, CRI 70, 30 Watts		
				C	Side 180° counterclockwise from short side closed				
				D	Side 270° counterclockwise from short side closed				
				HSS	House side shield				

Voltage		Fixture Finish		Controls Accessories	
120-277V	120-277 input standard or you may choose one	BLS	Black Gloss Smooth	SWUSB	SiteSync loaded on USB flash drive (Windows® operating system only) [4,5]
347	347 VAC input	BLT	Black Matte Textured	SWTAB	SiteSync Window® based Tablet [4,5]
480	480 VAC input	DBS	Dark Bronze Gloss Smooth	SWBRG	SiteSync Wireless Bridge Node [4,5]
		DBT	Dark Bronze Matte Textured		
		GTT	Graphite Matte Texture		
		LGS	Light Grey Gloss Smooth		
		LGT	Light Grey Matte Textured		
		PSS	Platinum Silver Gloss Smooth		
		VGT	Verde Green Matte Textured		
		WHS	White Gloss Smooth		
		WHT	White Matte Textured		
		CC	Custom Color [4]		

NO.	DATE	DESCRIPTION
		REVISIONS

DRAWN:
DESIGNED:
CHECKED:
APPROVED:

EMERALD CITY ENGINEERS, INC
21705 Highway 99
Lynnwood, WA 98036
TEL: 425-741-1200

PROJECT:

SOARING RANCH
PHASE 3
TRUCKEE, CA

DATE: 10/13/21

SHEET TITLE:

LUMINAIRE SCHEDULE PHASE 3

SHEET NO.

E0.0

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SOARING RANCH – PHASE 3

SITE LIGHTING

SCALE: 1" = 30'

NO.	DATE	DESCRIPTION
		REVISIONS

DRAWN:

DESIGNED:

CHECKED:

APPROVED:

EMERALD CITY ENGINEERS, INC
21705 Highway 99
Lynnwood, WA 98036
TEL: 425-741-1200

PROJECT:

SOARING RANCH
PHASE 3
TRUCKEE, CA

DATE: 10/13/21

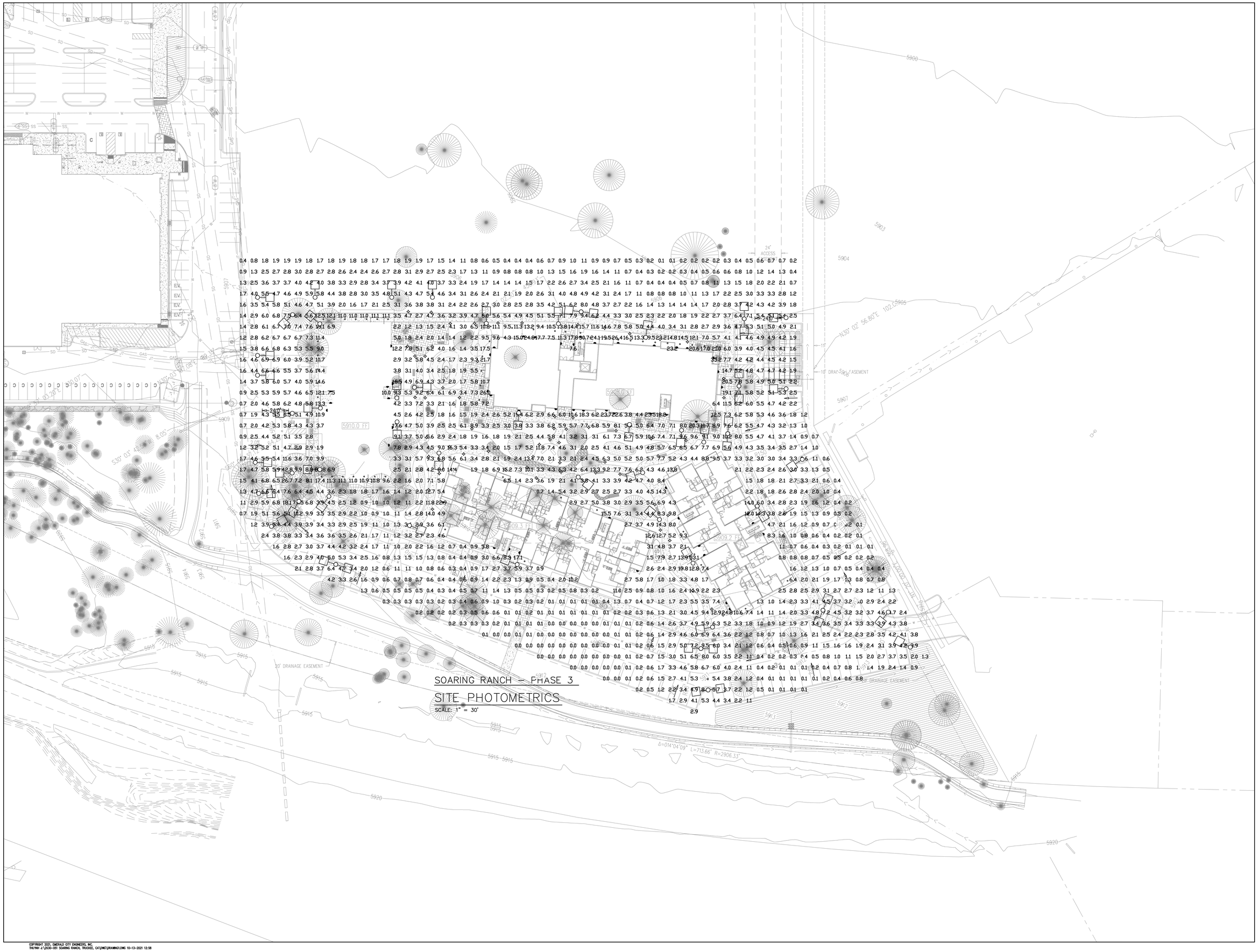
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SITE LIGHTING
PHASE 3

SHEET NO.

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NO.	DATE	DESCRIPTION
		REVISIONS

DRAWN:
DESIGNED:
CHECKED:
APPROVED:

EMERALD CITY ENGINEERS, INC
21705 Highway 99
Lynnwood, WA 98036
TEL: 425-741-1200

PROJECT:
SOARING RANCH
PHASE 3
TRUCKEE, CA

DATE: 10/13/21

SHEET TITLE:
SITE
PHOTOMETRICS
PHASE 3

SHEET NO.
E0.2

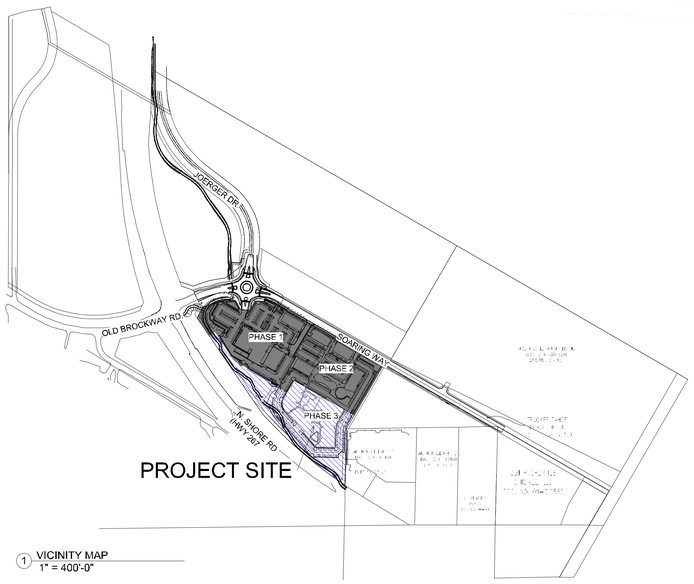
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SOARING RANCH
PHASE 3

10001 SOARING WAY
TRUCKEE, CA 96161





1 VICINITY MAP
1" = 400'-0"

PROJECT INORMATION

DEVELOPER / APPLICANT
JAMAR III, LLC
PO BOX 3938
TRUCKEE, CA 96160
530-581-5472
CONTACT: DAVID TIRMAN

PLANNING & ENGINEERING
MILLENNIUM PLANNING & ENGINEERING
471 SUTTON WAY, SUITE 210
GRASS VALLEY, CA 95945
530-446-6765
CONTACT: ROB WOOD, AICP

SITE ADDRESS:
10001 SOARING WAY
TRUCKEE, CA 96161

SITE APN #
19-620-60

SITE AREA
OVERALL = 16.31 ACRES
PHASE 3 = 6.21 ACRES

DENSITY
14.8 DU/AC (26% DENSITY BONUS)

WATER & ELECTRIC SERVICE
TRUCKEE DONNER PUBLIC UTILITY DISTRICT

SEWER SERVICE
TRUCKEE SANITARY DISTRICT

FIRE PROTECTION
TRUCKEE FIRE PROTECTION DISTRICT

ZONE
CR

LAND USE:
GENERAL PLAN & JRSP: 12 DU/AC = 72 UNITS INCL 16 LOW-INCOME UNITS.
HOUSING DENSITY BONUS = 109 UNITS MAX (109 PROPOSED) INCL 11 LOW-INCOME UNITS.
MIN. 9000 SF COMMERCIAL SPACE AT GROUND LEVEL
MIN. 5000 SF CHILD CARE AND AMENITY SPACE AT GROUND LEVEL

CONSTRUCTION TYPE:
TYPE V-A

PARKING: SEE DRAWINGS FROM CIVIL ENGINEER

PROJECT TEAM

OWNER
JAMAR III, LLC
PO BOX 3938
TRUCKEE, CA 96160
530-581-5472
CONTACT: DAVID TIRMAN

ARCHITECT:
DAHLIN GROUP
501 WEST BROADWAY, SUITE 1080
SAN DIEGO, CA 92101
(858) 350-0544
(858) 350-0549 (FAX)
CONTACT: SEAN WHITACRE

LANDSCAPE ARCHITECT:
LJM DESIGN GROUP
P.O. BOX 507
TRUCKEE, CA 96160
(530) 587-6603
CONTACT: LAURA MELLO

CIVIL ENGINEER:
MILLENNIUM PLANNING & ENGINEERING
471 SUTTON WAY, SUITE 210
GRASS VALLEY, CA 95945
(530) 446-6765
(530) 277-5092
CONTACT: ROB WOOD

Sheet List	
Sheet Number	Sheet Name
TITLE	
T1.1	TITLE SHEET
T1.2	PROJECT INFORMATION
CIVILSHEETS	
C1.0	OVERALL SITE PLAN AND SNOW STORAGE
C2.0	SITE PLAN
C3.0	TREE REMOVAL PLAN
C4.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C5.0	PRELIMINARY UTILITY PLAN
LANDSCAPE ARCHITECTURAL	
L1.0	LAYOUT PLAN
L2	PLANTING PLAN
L3.0	IRRIGATION ZONE PLAN
L4.0	DETAILS
L4.1	DETAILS
L4.2	IRRIGATION DETAILS

Sheet List	
Sheet Number	Sheet Name
ARCHITECTURAL SHEETS	
AH.1	BUILDING H PRELIMINARY PLANS - GROUND & SECOND FLOOR
AH.2	BUILDING H PRELIMINARY PLANS - THIRD & FOURTH FLOORS
AH.3	BUILDING H PRELIMINARY PLANS - ROOF PLAN
AH.4	BUILDING H PRELIMINARY ELEVATIONS
AH.5	BUILDING H PRELIMINARY ELEVATIONS
AI.1	BUILDING I PRELIMINARY PLANS - GROUND & SECOND FLOOR
AI.2	BUILDING I PRELIMINARY PLANS - THIRD & FOURTH FLOORS
AI.3	BUILIDING I PRELIMINARY PLANS - ROOF PLAN
AI.4	BUILDING I PRELIMINARY ELEVATIONS
AI.5	BUILDING I PRELIMINARY ELEVATIONS
AJ.1	BUILDING J PRELIMINARY PLANS - GROUND & SECOND FLOOR
AJ.2	BUILDING J PRELIMINARY PLANS - THIRD & FOURTH FLOORS
AJ.3	BUILDING J PRELIMINARY PLANS - ROOF PLAN
AJ.4	BUILDING J PRELIMINARY ELEVATIONS
AJ.5	BUILDING J PRELIMINARY ELEVATIONS
AK.1	BUILDING K PRELIMINARY PLANS - GROUND & SECOND FLOOR
AK.2	BUILDING K PRELIMINARY PLANS - THIRD & FOURTH FLOORS
AK.3	BUILDING K PRELIMINARY PLANS - ROOF PLAN
AK.4	BUILDING K PRELIMINARY ELEVATIONS
AK.5	BUILDING K PRELIMINARY ELEVATIONS
AS.1	SITE PLAN SHADOW STUDY
AU.1	UNIT PRELIMINARY PLANS
AV.1	VIEWS
AV.2	VIEWS
AV.3	VIEWS

TITLE SHEET

JMA VENTURES - SOARING RANCH PHASE 3

DAHLIN

JOB NO. **1662.001**
DATE **09/01/22**

501 West Broadway, Suite 1080
San Diego, California 92101
858-350-0544

T1.1

UNIT INFORMATION:

UNIT COUNT

A (1-BED):	16 UNITS
B (2-BED):	63 UNITS
C (3-BED):	30 UNITS
TOTAL:	**109 UNITS**

UNIT A1

1 BEDROOM / 1 BATH

AREA

NET:	604 SF
GROSS:	647 SF
DECK:	72 SF

UNIT B1

2 BEDROOM / 2 BATH

AREA

NET:	899 SF
GROSS:	954 SF
DECK:	72 SF

UNIT B2

2 BEDROOM / 2 BATH

AREA

NET:	930 SF
GROSS:	980 SF
DECK:	72 SF

UNIT C1

3 BEDROOM / 2 BATH

AREA

NET:	1150 SF
GROSS:	1205 SF
DECK:	72 SF

BUILDING INFORMATION:

BUILDING H - 1 STOREY RETAIL / AMENITY, 3 STOREYS APARTMENTS

RETAIL	(1)	=	4891 SF
LEASING	(1)	=	735 SF
AMENITY	(1)	=	3154 SF
STORAGE	(1)	=	949 SF
BICYCLES	(1)	=	941 SF
USPS	(1)	=	430 SF
UNIT A1	(6)	=	3882 SF
UNIT B1	(15)	=	14310 SF
UNIT B2	(0)	=	0 SF
UNIT C1	(9)	=	10845 SF
COMMON AREA		=	6707 SF
TOTAL		=	**46844 SF**

BUILDING I - 4 STOREYS APARTMENTS

UNIT A1	(6)	=	3882 SF
UNIT B1	(6)	=	5724 SF
UNIT B2	(11)	=	10780 SF
UNIT C1	(3)	=	3615 SF
COMMON AREA		=	5676 SF
TOTAL		=	**29677 SF**

BUILDING J - 4 STOREYS APARTMENTS

UNIT A1	(1)	=	647 SF
UNIT B1	(19)	=	18126 SF
UNIT B2	(0)	=	0 SF
UNIT C1	(12)	=	14460 SF
COMMON AREA		=	6891 SF
TOTAL		=	**40124 SF**

BUILDING K - 1 STOREY RETAIL / DAYCARE, 3 STOREYS APARTMENTS

RETAIL	(1)	=	2943 SF
AMENITY	(1)	=	3840 SF
UNIT A1	(3)	=	1941 SF
UNIT B1	(6)	=	5724 SF
UNIT B2	(6)	=	5880 SF
UNIT C1	(6)	=	7230 SF
COMMON AREA		=	5472 SF
TOTAL		=	**33030 SF**

TOTAL GROSS AREA = 149,675 SF

AFFORDABLE HOUSING PLAN UNIT REQUIREMENTS

• Each of the Project's four mixed-use buildings shall include deed-restricted affordable residential units in the following distribution:

Building H: 5 units
Building I: 4 units
Building J: 5 units
Building K: 4 units

• The Project's eighteen deed-restricted affordable residential units shall consist of four one-bedroom, ten two-bedroom and four three-bedroom units.

• The sizes for each type of unit shall be as follows: studio (426 sq. ft. to 621 sq. ft.); 1-bedroom unit (638 sq. ft. to 643 sq. ft.); 2-bedroom unit (978 sq. ft. to 1,066 sq. ft.); and 3-bedroom unit (1,190 sq. ft. to 1,230 sq. ft.).

PROJECT INFORMATION

JMA VENTURES - SOARING RANCH PHASE 3

DAHLIN
501 West Broadway, Suite 1080
San Diego, California 92101
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JOB NO. **1662.001**
DATE **09/01/22**



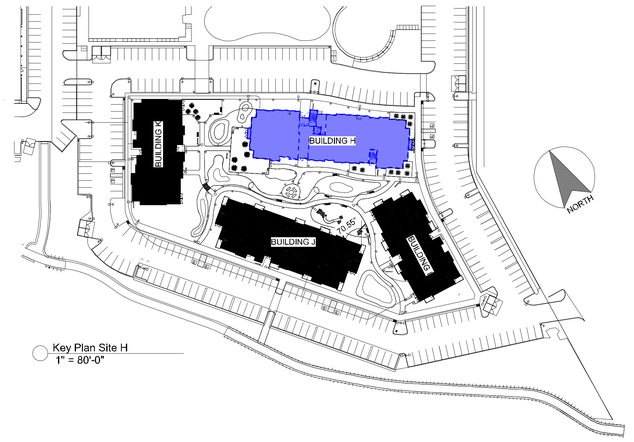
BUILDING H - SECOND FLOOR

BUILDING H (30 UNITS) INFORMATION:

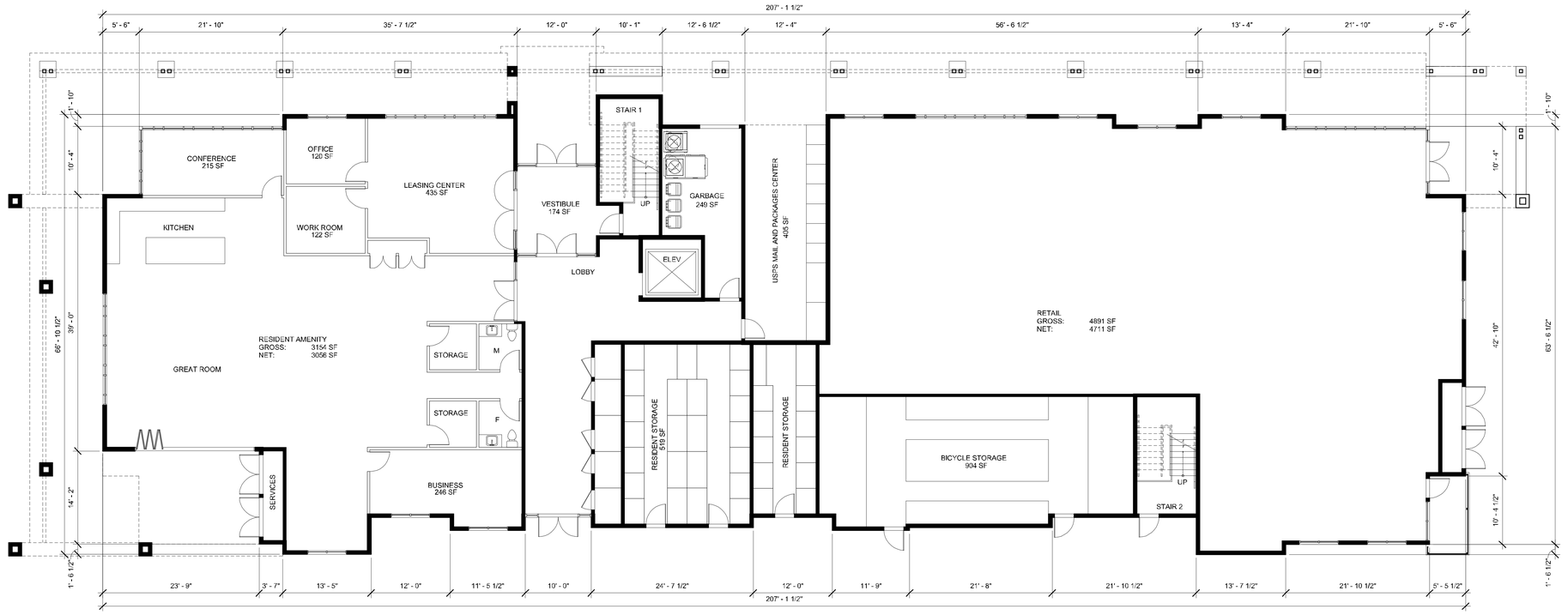
GROUND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	RETAIL:	4891	1	4891
	LEASING CENTER:	735	1	735
	RESIDENT AMENITY:	3154	1	3154
	RESIDENT STORAGE:	949	1	949
	BICYCLE STORAGE:	941	1	941
	CIRCULATION:	1179	1	1179
	SERVICES:	392	1	392
	USPS AND PARCELS:	430	1	430
UNIT TYPE:	1 BEDROOM	647	0	0
	2 BEDROOM	954	0	0
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	0	0
TOTAL AREA GROUND LEVEL:				12671 SF
SECOND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1463	1	1463
	SERVICES:	302	1	302
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	4	4820
TOTAL AREA SECOND LEVEL:				12649 SF
THIRD LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1463	1	1463
	SERVICES:	302	1	302
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	4	4820
TOTAL AREA THIRD LEVEL:				12649 SF
FOURTH LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1248	1	1248
	SERVICES:	358	1	358
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	1	1205
TOTAL AREA FOURTH LEVEL:				8875 SF

TOTAL BUILDING AREA:	
GROUND	12671 SF
2ND	12649 SF
3RD	12649 SF
4TH	8875 SF
	46,844 SF

1 BEDROOM UNITS: 6 TOTAL
2 BEDROOM UNITS: 15 TOTAL
3 BEDROOM UNITS: 9 TOTAL



Key Plan Site H
1" = 80'-0"



BUILDING H - GROUND FLOOR

BUILDING H PRELIMINARY PLANS - GROUND & SECOND FLOOR

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

DAHLIN

1 4 8 16
SCALE: 1/8" = 1'-0"

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AH.1



BUILDING H - FOURTH FLOOR



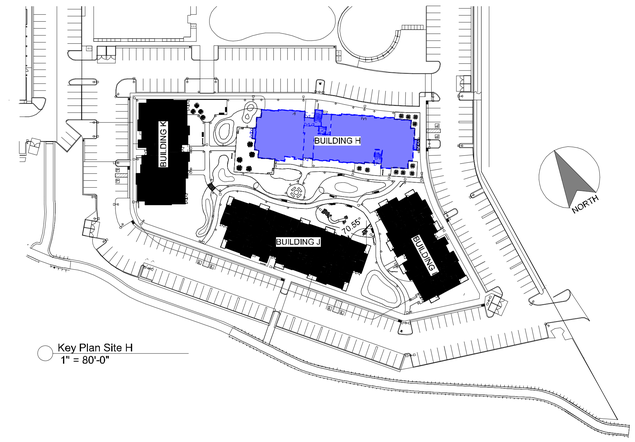
BUILDING H - THIRD FLOOR

BUILDING H (30 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	RETAIL:	4891	1	4891
	LEASING CENTER:	735	1	735
	RESIDENT AMENITY:	3154	1	3154
	RESIDENT STORAGE:	949	1	949
	BICYCLE STORAGE:	941	1	941
	CIRCULATION:	1179	1	1179
	SERVICES:	392	1	392
	USPS AND PARCELS:	430	1	430
UNIT TYPE:	1 BEDROOM	647	0	0
	2 BEDROOM	954	0	0
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	0	0
TOTAL AREA GROUND LEVEL:				12671 SF
SECOND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1463	1	1463
	SERVICES:	302	1	302
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	4	4820
TOTAL AREA SECOND LEVEL:				12649 SF
THIRD LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1463	1	1463
	SERVICES:	302	1	302
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	4	4820
TOTAL AREA THIRD LEVEL:				12649 SF
FOURTH LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1248	1	1248
	SERVICES:	358	1	358
UNIT TYPE:	1 BEDROOM	647	2	1294
	2 BEDROOM	954	5	4770
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	1	1205
TOTAL AREA FOURTH LEVEL:				8875 SF

TOTAL BUILDING AREA:	
GROUND	12671 SF
2ND	12649 SF
3RD	12649 SF
4TH	8875 SF
	46,844 SF

1 BEDROOM UNITS: 6 TOTAL
2 BEDROOM UNITS: 15 TOTAL
3 BEDROOM UNITS: 9 TOTAL



Key Plan Site H
1" = 80'-0"

BUILDING H PRELIMINARY PLANS - THIRD & FOURTH FLOORS

JMA VENTURES - SOARING RANCH PHASE 3

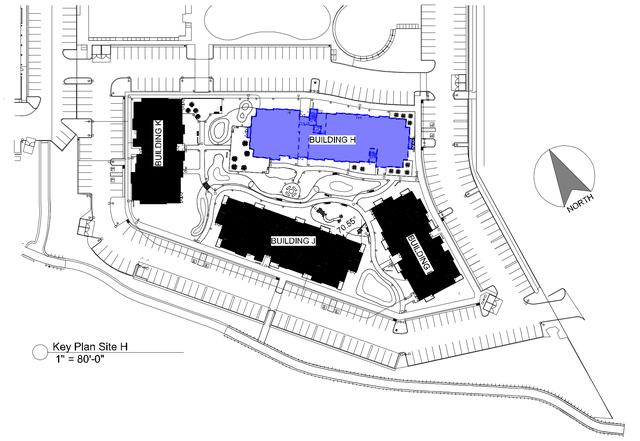
TRUE NORTH

SCALE: 1/8" = 1'-0"

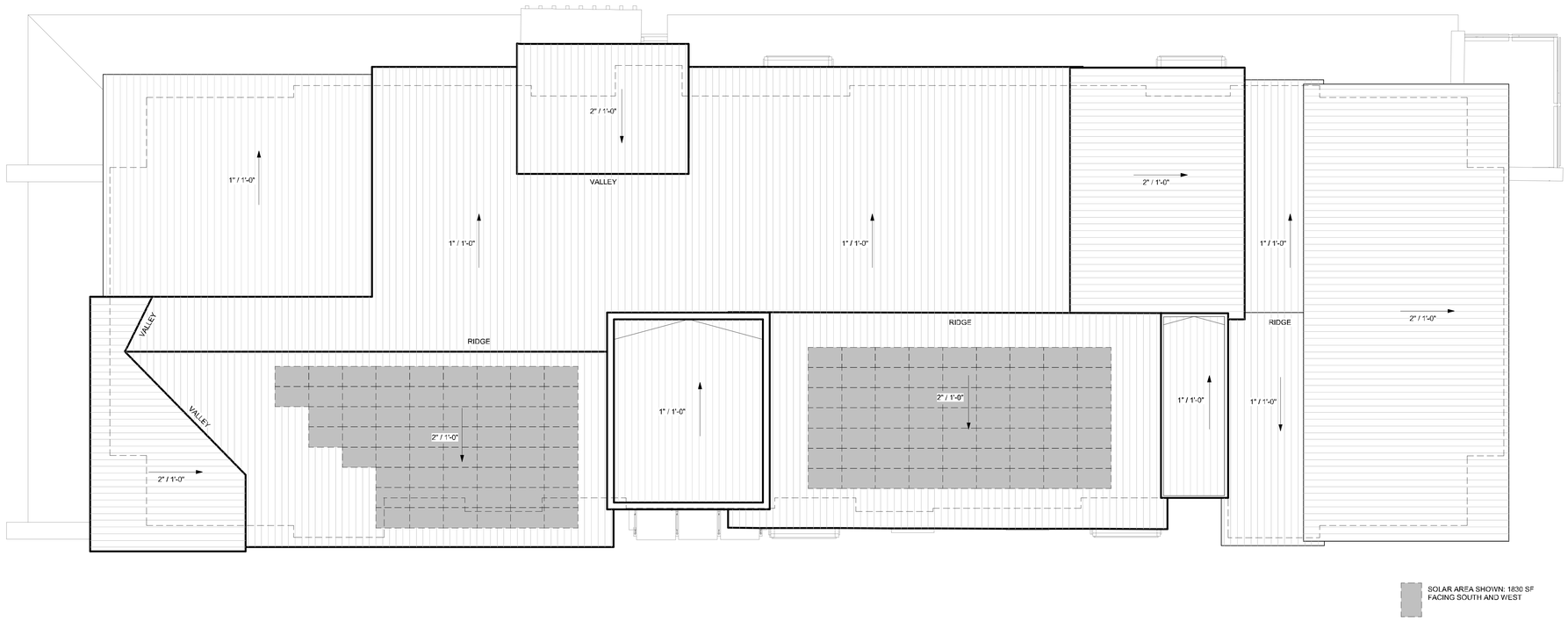
JOB NO. 1662.001
DATE 09/01/22

AH.2

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Key Plan Site H
1" = 80'-0"



1 BLDG H Roof Plan
1/8" = 1'-0"

ALL ROOFS ON PROJECT
ARE INTENDED TO BE:



AEP SPAN METAL ROOF
SLATE GRAY

BUILDING H PRELIMINARY PLANS - ROOF PLAN

JMA VENTURES - SOARING RANCH PHASE 3

TRUE
NORTH

SCALE: 1/8" = 1'-0"

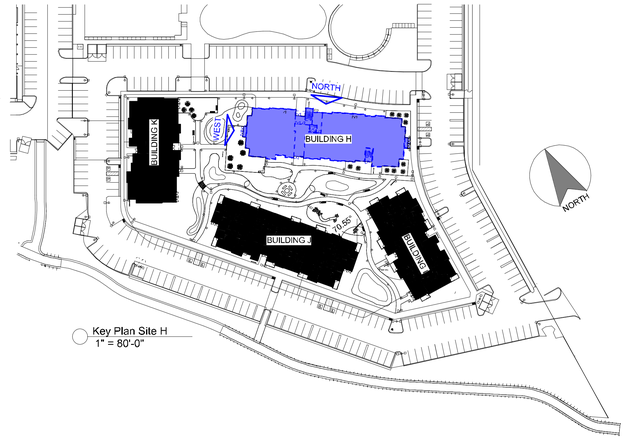
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DATE **09/01/22**

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AH.3



BUILDING H ELEVATION - WEST

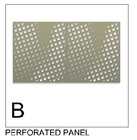


LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA, TRIM, ACCENTS
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



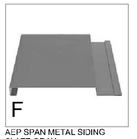
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA & ACCENTS
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
- ALL BUILDING SIGNAGE SHALL USE THE FONT: TAHOMA BOLD.
- BUILDING ADDRESS SIGNAGE SHALL BE 27" HIGH FOR STREET NUMBER AND 12" HIGH FOR STREET NAME, ABOVE CANOPY AT EACH ENTRANCE DOOR (SEE ELEVATIONS). PAINTED WHITE, 2" MIN. THICK, SOLID WOOD.
- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.



BUILDING H ELEVATION - NORTH

BUILDING H PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

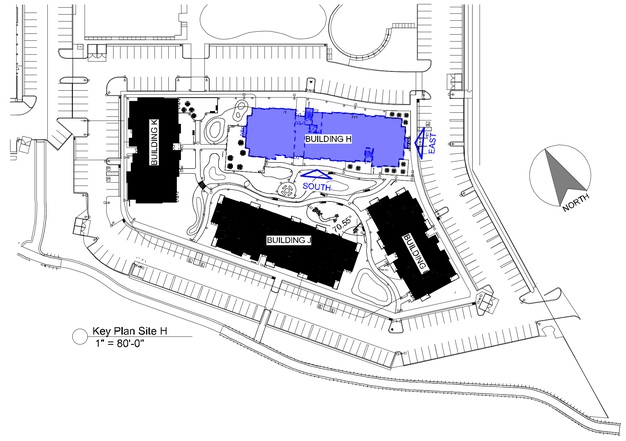
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AH.4

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BUILDING H ELEVATION - EAST



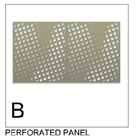
Key Plan Site H
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



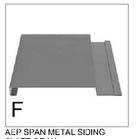
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
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- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.



BUILDING H ELEVATION - SOUTH

BUILDING H PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

JOB NO. **1662.001**
DATE **09/01/22**

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San Diego, California 92101
858-350-0544

AH.5



BUILDING I - SECOND FLOOR



BUILDING I - GROUND FLOOR



Key Plan Site I
1" = 80'-0"

BUILDING I (26 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1418	1	1418
	SERVICES:	435	1	435
UNIT TYPE:	1 BEDROOM	647	3	1941
	2 BEDROOM	954	0	0
	2 BEDROOM CORNER	980	3	2940
	3 BEDROOM	1205	1	1205
TOTAL AREA GROUND LEVEL:				7939 SF
SECOND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	979	1	980
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	3	2940
	3 BEDROOM	1205	1	1205
TOTAL AREA SECOND LEVEL:				8000 SF
THIRD LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	979	1	980
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	3	2940
	3 BEDROOM	1205	1	1205
TOTAL AREA THIRD LEVEL:				8000 SF
FOURTH LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	903	1	903
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	2	1960
	3 BEDROOM	1205	0	0
TOTAL AREA FOURTH LEVEL:				5738 SF

TOTAL BUILDING AREA:		
	GROUND	7939 SF
	2ND	8000 SF
	3RD	8000 SF
	4TH	5738 SF
		29,677 SF

1 BEDROOM UNITS: 6 TOTAL
2 BEDROOM UNITS: 17 TOTAL
3 BEDROOM UNITS: 3 TOTAL

BUILDING I PRELIMINARY PLANS - GROUND & SECOND FLOOR

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/8" = 1'-0"

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San Diego, California 92101
858-350-0544

JOB NO. 1662.001
DATE 09/01/22

AI.1



BUILDING I - FOURTH FLOOR



BUILDING I - THIRD FLOOR



Key Plan Site I
1" = 80'-0"

BUILDING I (26 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1418	1	1418
SERVICES:	435	1	435
UNIT TYPE: 1 BEDROOM	647	3	1941
2 BEDROOM	954	0	0
2 BEDROOM CORNER	980	3	2940
3 BEDROOM	1205	1	1205
TOTAL AREA GROUND LEVEL:			7939 SF

SECOND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	979	1	980
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	3	2940
3 BEDROOM	1205	1	1205
TOTAL AREA SECOND LEVEL:			8000 SF

THIRD LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	979	1	980
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	3	2940
3 BEDROOM	1205	1	1205
TOTAL AREA THIRD LEVEL:			8000 SF

FOURTH LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	903	1	903
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	2	1960
3 BEDROOM	1205	0	0
TOTAL AREA FOURTH LEVEL:			5738 SF

TOTAL BUILDING AREA:		
	GROUND	7939 SF
	2ND	8000 SF
	3RD	8000 SF
	4TH	5738 SF
		29,677 SF

1 BEDROOM UNITS: 6 TOTAL
2 BEDROOM UNITS: 17 TOTAL
3 BEDROOM UNITS: 3 TOTAL

BUILDING I PRELIMINARY PLANS - THIRD & FOURTH FLOORS

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/2" = 1'-0"

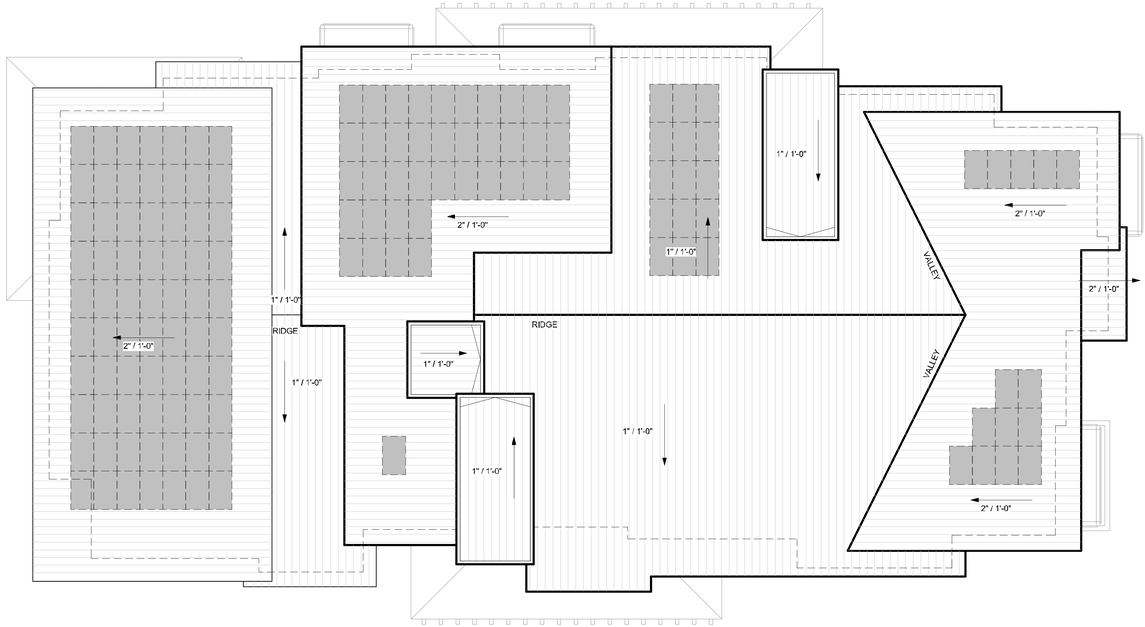
JOB NO. 1662.001
DATE 09/01/22

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San Diego, California 92101
858-350-0544

A1.2



Key Plan Site I
1" = 80'-0"



SOLAR AREA SHOWN: 2070 SF
FACING SOUTH AND SOUTHWEST

ALL ROOFS ON PROJECT
ARE INTENDED TO BE:



AEP SPAN METAL ROOF
SLATE GRAY

1 BLDG I Roof Plan
1/8" = 1'-0"

BUILIDING I PRELIMINARY PLANS - ROOF PLAN

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/8" = 1'-0"

JOB NO. **1662.001**
DATE **09/01/22**

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AI.3



BUILDING H ELEVATION - NORTH



BUILDING H ELEVATION - EAST

BUILDING I PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3



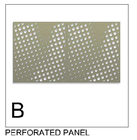
Key Plan Site I
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



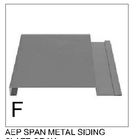
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
- ALL BUILDING SIGNAGE SHALL USE THE FONT: TAHOMA BOLD.
- BUILDING ADDRESS SIGNAGE SHALL BE 27" HIGH FOR STREET NUMBER AND 12" HIGH FOR STREET NAME, ABOVE CANOPY AT EACH ENTRANCE DOOR (SEE ELEVATIONS). PAINTED WHITE, 2" MIN. THICK, SOLID WOOD.
- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.

1 4 8 16
SCALE: 1/8" = 1'-0"

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DATE **09/01/22**

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AI.4



BUILDING I ELEVATION - SOUTH

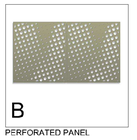


LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



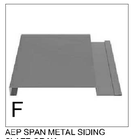
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS



BUILDING I ELEVATION - WEST

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
- ALL BUILDING SIGNAGE SHALL USE THE FONT: TAHOMA BOLD.
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- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.

BUILDING I PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

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DATE **09/01/22**

AI.5



BUILDING J - SECOND FLOOR



BUILDING J - GROUND FLOOR

BUILDING J (32 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1575	1	1575
SERVICES:	426	1	426
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	4	3816
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA GROUND LEVEL:			11284 SF

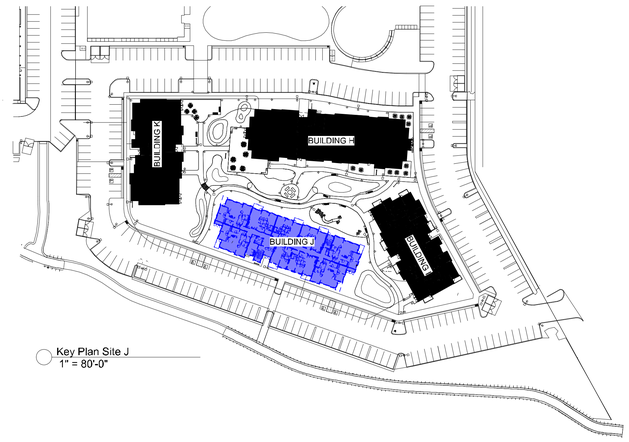
SECOND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1350	1	1350
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA SECOND LEVEL:			11267 SF

THIRD LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1350	1	1350
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA THIRD LEVEL:			11267 SF

FORTH LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1209	1	1209
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	0	0
TOTAL AREA FOURTH LEVEL:			6,306 SF

TOTAL BUILDING AREA:	
GROUND	11284 SF
2ND	11267 SF
3RD	11267 SF
4TH	6306 SF
	40,124 SF

1 BEDROOM UNITS: 1 TOTAL
2 BEDROOM UNITS: 19 TOTAL
3 BEDROOM UNITS: 12 TOTAL



Key Plan Site J
1" = 80'-0"

BUILDING J PRELIMINARY PLANS - GROUND & SECOND FLOOR

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/2" = 1'-0"

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DATE 09/01/22

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AJ.1



BUILDING J - FOURTH FLOOR



BUILDING J - THIRD FLOOR

BUILDING J (32 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1575	1	1575
SERVICES:	426	1	426
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	4	3816
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA GROUND LEVEL:			11284 SF

SECOND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1350	1	1350
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA SECOND LEVEL:			11267 SF

THIRD LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1350	1	1350
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	4	4820
TOTAL AREA THIRD LEVEL:			11267 SF

FORTH LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1209	1	1209
SERVICES:	327	1	327
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	5	4770
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	0	0
TOTAL AREA FOURTH LEVEL:			6,306 SF

TOTAL BUILDING AREA:	
GROUND	11284 SF
2ND	11267 SF
3RD	11267 SF
4TH	6306 SF
	40,124 SF

1 BEDROOM UNITS: 1 TOTAL
2 BEDROOM UNITS: 19 TOTAL
3 BEDROOM UNITS: 12 TOTAL



Key Plan Site J
1" = 80'-0"

BUILDING J PRELIMINARY PLANS - THIRD & FOURTH FLOORS

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/8" = 1'-0"

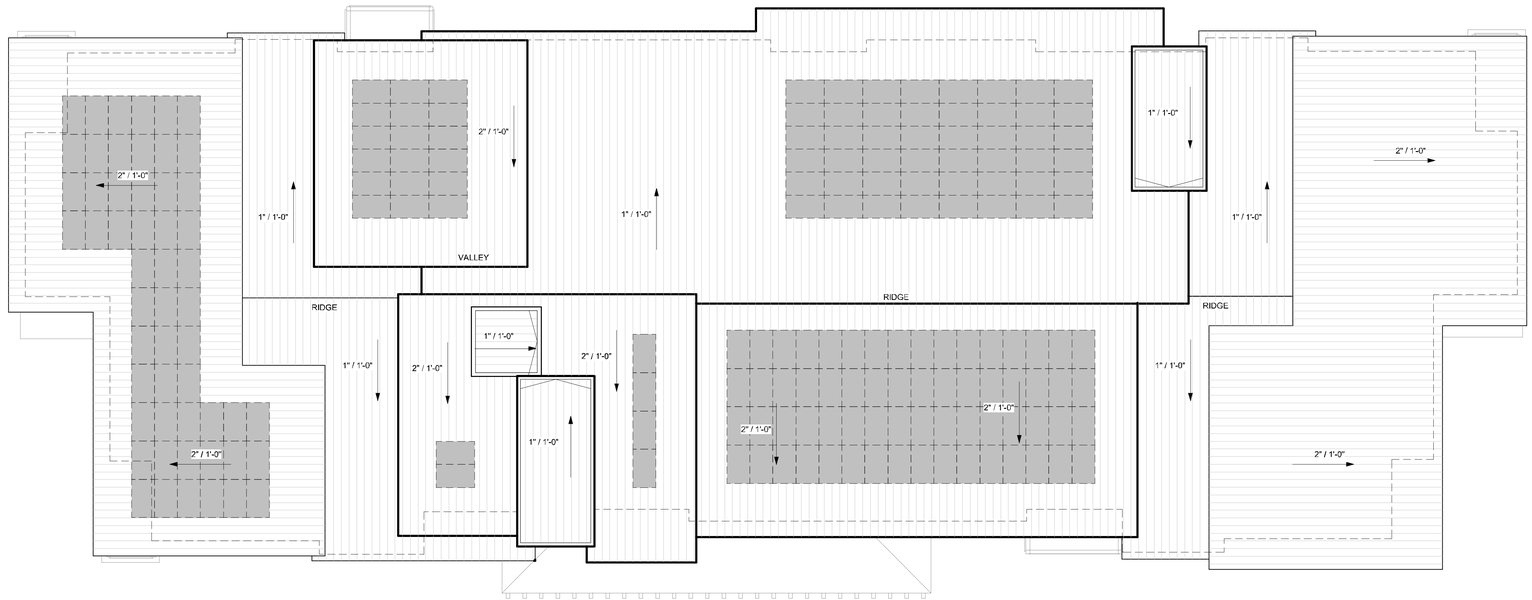
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AJ.2



Key Plan Site J
1" = 80'-0"



1 BLDG J Roof Plan
1/8" = 1'-0"

ALL ROOFS ON PROJECT
ARE INTENDED TO BE:



AEP SPAN METAL ROOF
SLATE GRAY

BUILDING J PRELIMINARY PLANS - ROOF PLAN

JMA VENTURES - SOARING RANCH PHASE 3

TRUE
NORTH

1 4 8 16
SCALE: 1/8" = 1'-0"

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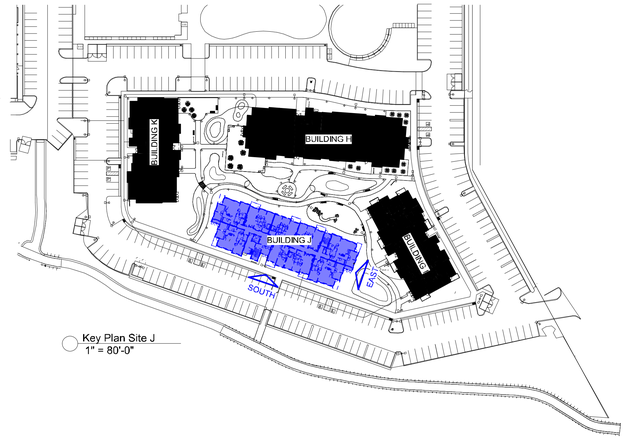
JOB NO. **1662.001**
DATE **09/01/22**

AJ.3



NO CHANGE IS ANTICIPATED BETWEEN EXISTING AND PROPOSED GRADES

BUILDING J ELEVATION - EAST



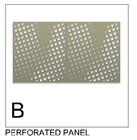
Key Plan Site J
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



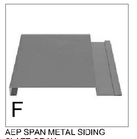
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS



NO CHANGE IS ANTICIPATED BETWEEN EXISTING AND PROPOSED GRADES

BUILDING J ELEVATION - SOUTH

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
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BUILDING J PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

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DATE **09/01/22**

AJ.4



NO CHANGE IS ANTICIPATED BETWEEN EXISTING AND PROPOSED GRADES

BUILDING J ELEVATION - WEST



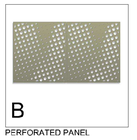
Key Plan Site J
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



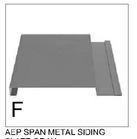
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS



NO CHANGE IS ANTICIPATED BETWEEN EXISTING AND PROPOSED GRADES

BUILDING J ELEVATION - NORTH

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
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BUILDING J PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

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AJ.5



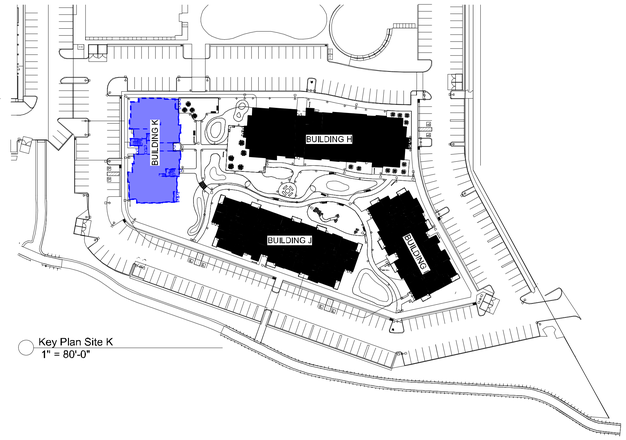
BUILDING K - SECOND FLOOR

BUILDING K (21 UNITS) INFORMATION:

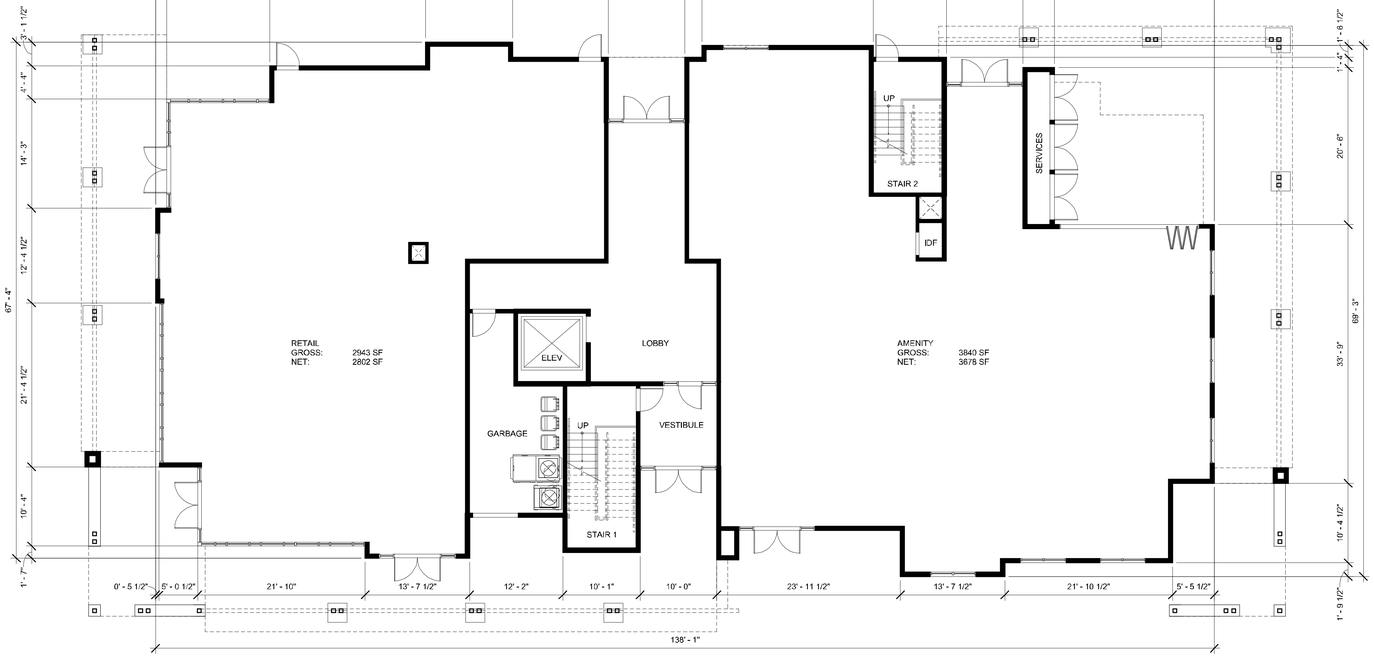
GROUND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	RETAIL:	2943	1	2943
	AMENITY:	3840	1	3840
	CIRCULATION:	1034	1	1034
	SERVICES:	385	1	385
UNIT TYPE:	1 BEDROOM	647	0	0
	2 BEDROOM	954	0	0
	2 BEDROOM CORNER	980	0	0
	3 BEDROOM	1205	0	0
	3 BEDROOM	1205	0	0
TOTAL AREA GROUND LEVEL:				8202 SF
SECOND LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1031	1	1031
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	2	19600
	3 BEDROOM	1205	2	2410
TOTAL AREA SECOND LEVEL:				8276 SF
THIRD LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	1031	1	1031
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	2	1960
	3 BEDROOM	1205	2	2410
TOTAL AREA THIRD LEVEL:				8276 SF
FOURTH LEVEL AREA TYPE:		AREA/UNIT (SF)	# UNITS	TOTAL SF
	CIRCULATION:	955	1	1031
	SERVICES:	320	1	320
UNIT TYPE:	1 BEDROOM	647	1	647
	2 BEDROOM	954	2	1908
	2 BEDROOM CORNER	980	2	1960
	3 BEDROOM	1205	2	2510
TOTAL AREA FOURTH LEVEL:				8276 SF

TOTAL BUILDING AREA:	
GROUND	8202 SF
2ND	8276 SF
3RD	8276 SF
4TH	8276 SF
	33,030 SF

1 BEDROOM UNITS: 3 TOTAL
2 BEDROOM UNITS: 12 TOTAL
3 BEDROOM UNITS: 6 TOTAL



Key Plan Site K
1" = 80'-0"



BUILDING K - GROUND FLOOR

BUILDING K PRELIMINARY PLANS - GROUND & SECOND FLOOR

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

SCALE: 1/8" = 1'-0"

JOB NO. 1662.001
DATE 09/01/22

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San Diego, California 92101
858-350-0544

AK.1



BUILDING K - FOURTH FLOOR



BUILDING K - THIRD FLOOR

BUILDING K (21 UNITS) INFORMATION:

GROUND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
RETAIL:	2943	1	2943
AMENITY:	3840	1	3840
CIRCULATION:	1034	1	1034
SERVICES:	385	1	385
UNIT TYPE: 1 BEDROOM	647	0	0
2 BEDROOM	954	0	0
2 BEDROOM CORNER	980	0	0
3 BEDROOM	1205	0	0
3 BEDROOM	1205	0	0
TOTAL AREA GROUND LEVEL:			8202 SF

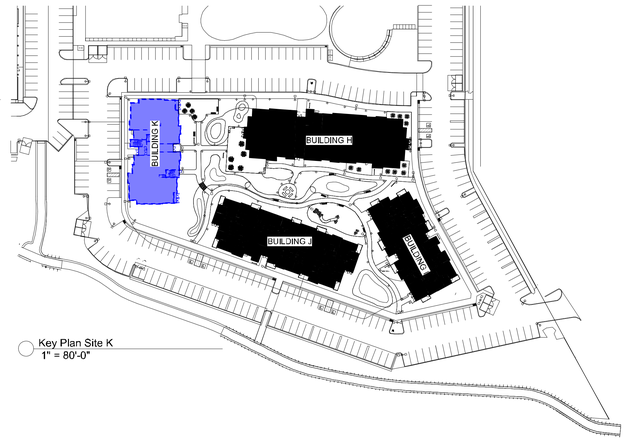
SECOND LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1031	1	1031
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	2	19600
3 BEDROOM	1205	2	2410
TOTAL AREA SECOND LEVEL:			8276 SF

THIRD LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	1031	1	1031
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	2	1960
3 BEDROOM	1205	2	2410
TOTAL AREA THIRD LEVEL:			8276 SF

FOURTH LEVEL AREA TYPE:	AREA/UNIT (SF)	# UNITS	TOTAL SF
CIRCULATION:	955	1	1031
SERVICES:	320	1	320
UNIT TYPE: 1 BEDROOM	647	1	647
2 BEDROOM	954	2	1908
2 BEDROOM CORNER	980	2	1960
3 BEDROOM	1205	2	2510
TOTAL AREA FOURTH LEVEL:			8276 SF

TOTAL BUILDING AREA:	
GROUND	8202 SF
2ND	8276 SF
3RD	8276 SF
4TH	8276 SF
	33,030 SF

1 BEDROOM UNITS: 3 TOTAL
2 BEDROOM UNITS: 12 TOTAL
3 BEDROOM UNITS: 6 TOTAL



Key Plan Site K
1" = 80'-0"

BUILDING K PRELIMINARY PLANS - THIRD & FOURTH FLOORS

JMA VENTURES - SOARING RANCH PHASE 3

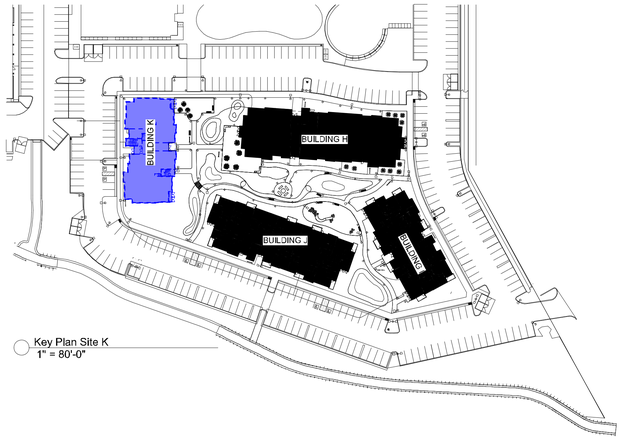
TRUE NORTH

SCALE: 1/8" = 1'-0"

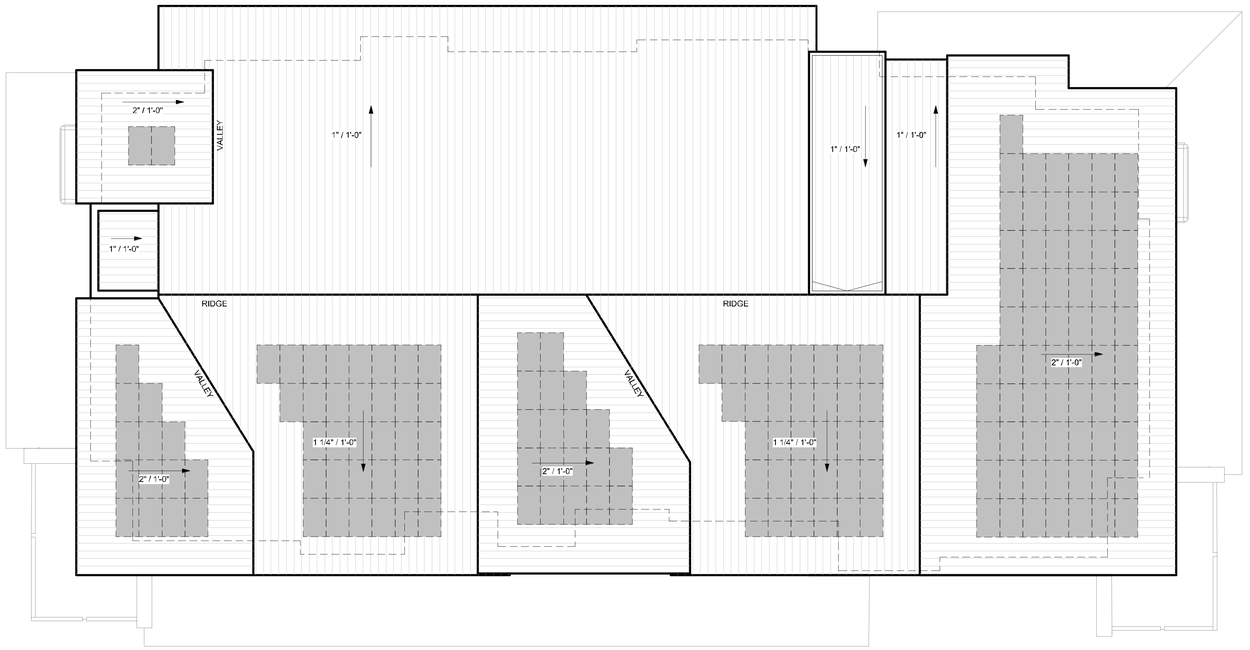
JOB NO. 1662.001
DATE 09/01/22

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AK.2



Key Plan Site K
1" = 80'-0"



SOLAR AREA SHOWN: 2520 SF
FACING SOUTH AND WEST

ALL ROOFS ON PROJECT
ARE INTENDED TO BE:



AEP SPAN METAL ROOF
SLATE GRAY

1 BLDG K Roof Plan
1/8" = 1'-0"

BUILDING K PRELIMINARY PLANS - ROOF PLAN

JMA VENTURES - SOARING RANCH PHASE 3

TRUE NORTH

1 4 8 16
SCALE: 1/8" = 1'-0"

DAHLIN

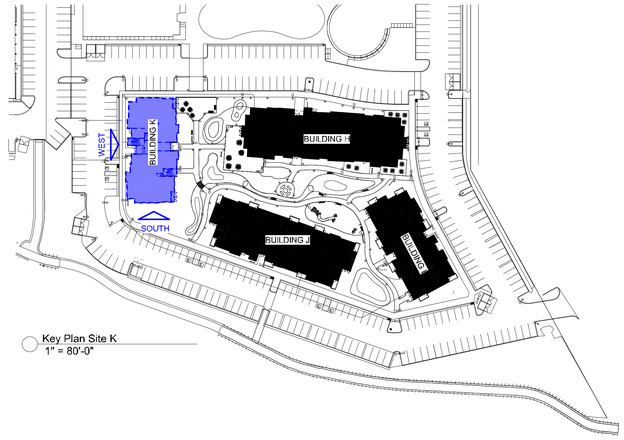
JOB NO. **1662.001**
DATE **09/01/22**

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858-350-0544

AK.3



BUILDING K ELEVATION - SOUTH



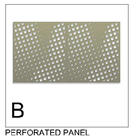
Key Plan Site K
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



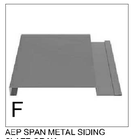
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS



BUILDING K ELEVATION - WEST

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
- ALL BUILDING SIGNAGE SHALL USE THE FONT: TAHOMA BOLD.
- BUILDING ADDRESS SIGNAGE SHALL BE 27" HIGH FOR STREET NUMBER AND 12" HIGH FOR STREET NAME, ABOVE CANOPY AT EACH ENTRANCE DOOR (SEE ELEVATIONS). PAINTED WHITE, 2" MIN. THICK, SOLID WOOD.
- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.

BUILDING K PRELIMINARY ELEVATIONS

JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

DAHLIN

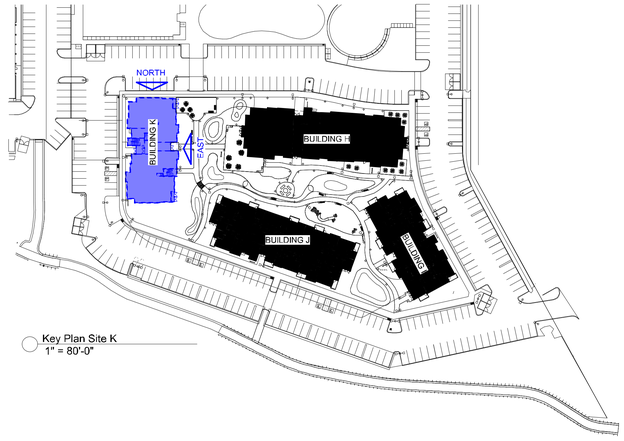
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DATE **09/01/22**

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AK.4



BUILDING K ELEVATION - NORTH



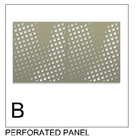
Key Plan Site K
1" = 80'-0"

LEGEND:

1. BOARD AND BATTEN CEMENTITIOUS PANEL
2. PERFORATED METAL SCREEN
3. PRECAST CONCRETE FINISH
4. COMPOSITE WOOD PANEL
5. STANDING SEAM METAL ROOF
6. METAL SIDING
7. WOOD FACIA/ TRIM
8. CEMENTITIOUS PANEL



A
BOARD AND BATTEN PANELS
KHAKI BROWN COLOR



B
PERFORATED PANEL



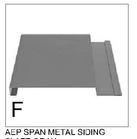
C
ELDORADO STONE
COASTAL REEF
COLOR-PEARL WHITE



D
WOOD COMPOSITE TILE PANEL
MAHOGANY FINISH



E
AEP SPAN METAL ROOF
SLATE GRAY



F
AEP SPAN METAL SIDING
SLATE GRAY



G
WOOD FASCIA
EXPRESSO COLOR STAIN



H
SW6447
EVERGREENS

SIGNAGE REQUIREMENTS

- SEE LANDSCAPE DRAWINGS FOR SITE SIGNAGE.
- SEE ELEVATIONS ON THIS SHEET FOR LOCATIONS AND SIZE OF BUILDING SIGNAGE.
- ALL SIGNAGE ON SITE MUST COMPLY WITH TOWN OF TRUCKEE DEVELOPMENT CODE (TITLE 18) CHAPTER 18.54 "SIGNS."
- FOR MULTI-TENANT SPACES (BUILDING H & K), SIGN INSTALLATION AND REPLACEMENT WILL BE THE RESPONSIBILITY OF THE PROJECT OWNER / MANAGER: J-MAR III, LLC.
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- SIGNAGE FOR LEASING AND CLUBHOUSE AT BUILDING H TO BE 16" HIGH WOOD OR METAL MATERIAL BACK OR FRONT ILLUMINATED PER TOWN SIGN CODE REQUIREMENTS. LOCATIONS AND ORIENTATION AS SHOWN ON ELEVATIONS.
- SIGNAGE FOR AMENITY AT BUILDING K TO BE 14" HIGH, MOUNTED TO UNDERSIDE OF CANOPY AS SHOWN ON ELEVATIONS. WOOD, PAINTED YELLOW, MIN. 2" THICK.
- SIGNAGE FOR RETAIL SHALL BE AS FOLLOWS:
  - LOCATIONS PER BUILDING ELEVATIONS.
  - MATERIALS & ILLUMINATION & SIZING PER TOWN OF TRUCKEE DEVELOPMENT CODE CHAPTER 18.54 "SIGNS."

NOTE: SIGNAGE AND SIGNAGE REQUIREMENTS ARE INCLUDED FOR GENERAL COMPLIANCE PURPOSES ONLY. SIGNAGE TO BE APPROVED UNDER FUTURE ZONING CLEARANCE.



BUILDING K ELEVATION - EAST

BUILDING K PRELIMINARY ELEVATIONS

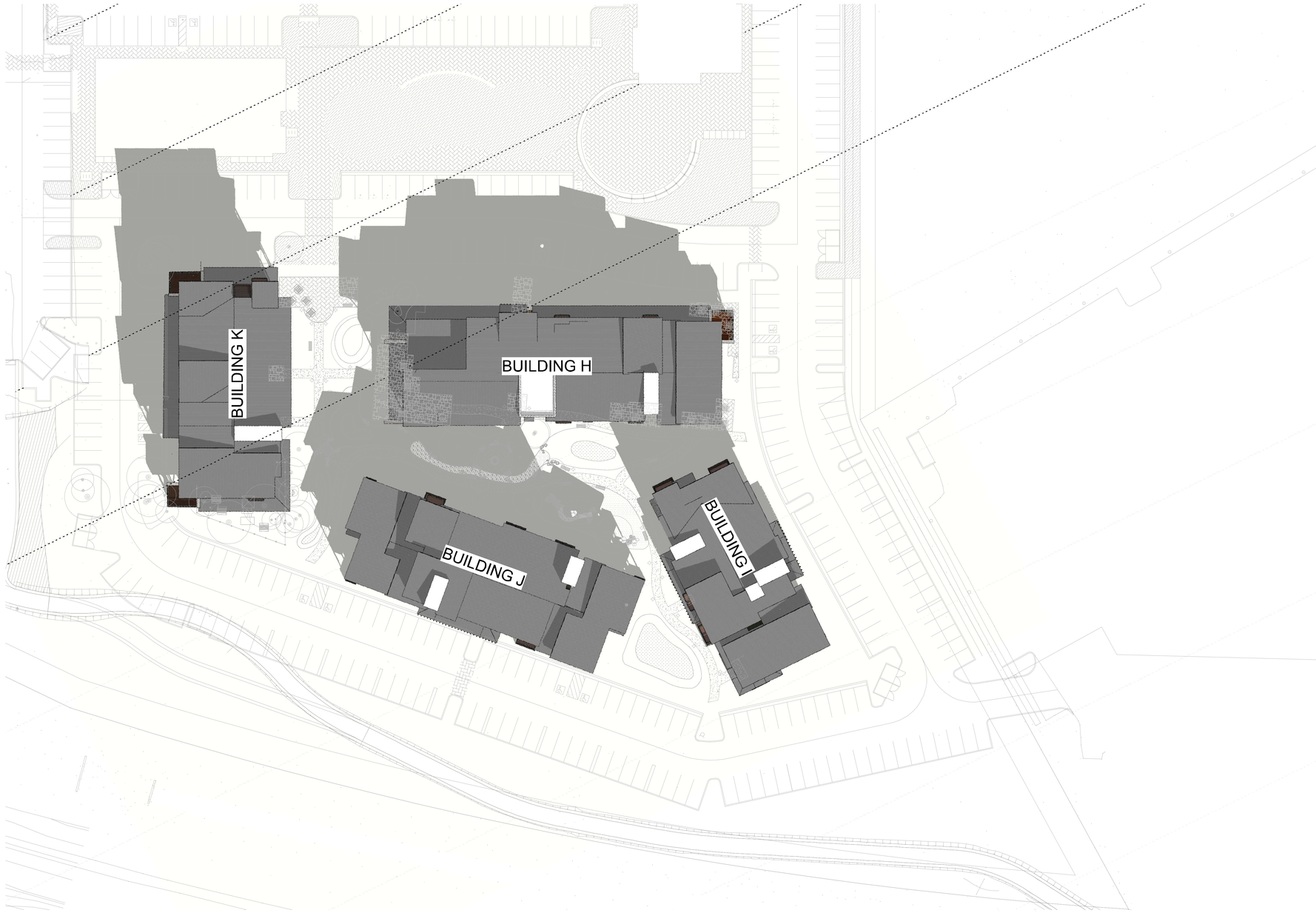
JMA VENTURES - SOARING RANCH PHASE 3

1 4 8 16
SCALE: 1/8" = 1'-0"

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AK.5



SOLAR EVALUATION

- BUILDING HEIGHTS AND LOCATIONS (AT THE INTERIOR OF THE SITE RATHER THAN THE PERIMETER) HAVE BEEN SITUATED TO MINIMIZE SHADING ON ADJACENT STRUCTURES AND PROPERTIES.

- BUILDINGS HAVE BEEN ORIENTED, AND ROOF SLOPES DESIGNED TO PROVIDE SOLAR ACCESSIBLE OPTIONS TO EVERY ROOF.

- LANDSCAPING IS BEING PROPOSED TO ACCOMODATE SOLAR GAIN AND SOLAR ACCESS FOR ALL BUILDINGS.

- BY HAVING BUILDINGS FRAME A CENTRAL LANDSCAPED COURTYARD, WITH LONGER BUILDINGS AT THE NORTH AND SOUTH, AND SHORTER AT THE EAST AND WEST, THE EFFECTS OF ONE BUILDING ON ANY OTHER ARE LIMITED. THIS ALSO HELPS PROVIDE LARGE EXPANSES OF ROOF AREA THAT SLOPES TO SOUTH OR WEST TO MAXIMIZE SOLAR POWER OPPORTUNITIES (SEE ROOF PLANS).

- ALL BUILDINGS ARE NEARLY THE SAME HEIGHT (MAX. 50'). THE MIXED USE BUILDINGS AT THE NORTH AND WEST ARE TALLER, TO PROVIDE MORE HEIGHT AT THE GROUND LEVELS, AND THE OTHERS ARE SHORTER TO HELP LIMIT ANY SHADOWS ON OTHER STRUCTURES.

- ALL ROOFS ARE SLOPED, WITH ONLY SMALL AREAS OF PARAPET ROOFS. THIS PROVIDES A MAXIMUM AREA FOR SOLAR POWER PRODUCTION.

- THE BUILDINGS ARE ORIENTED WITH PARKING AND STREETS AT THE PERIMETER, TO MAINTAIN SHADING AS MUCH AS POSSIBLE ON THIS PHASE OF THE DEVELOPMENT.

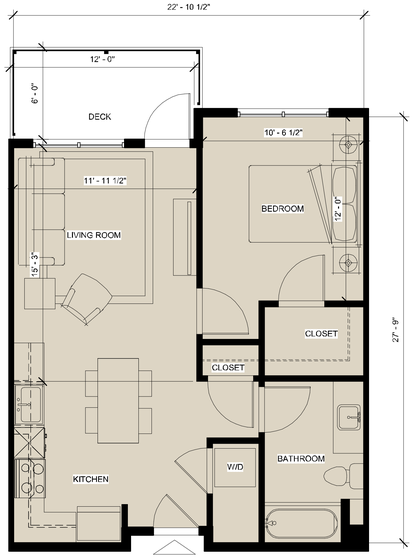
SITE PLAN SHADOW STUDY

JMA VENTURES - SOARING RANCH PHASE 3

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DATE **09/01/22**

AS.1



1 1 BR UNIT
1/4" = 1'-0"

A1 - 1 BEDROOM UNIT

1 BEDROOM
1 BATHROOM
RENTABLE AREA (GROSS): 647 SF
DECK / BALCONY AREA: 72 SF



2 2 BR UNIT
1/4" = 1'-0"

B1 - 2 BEDROOM UNIT

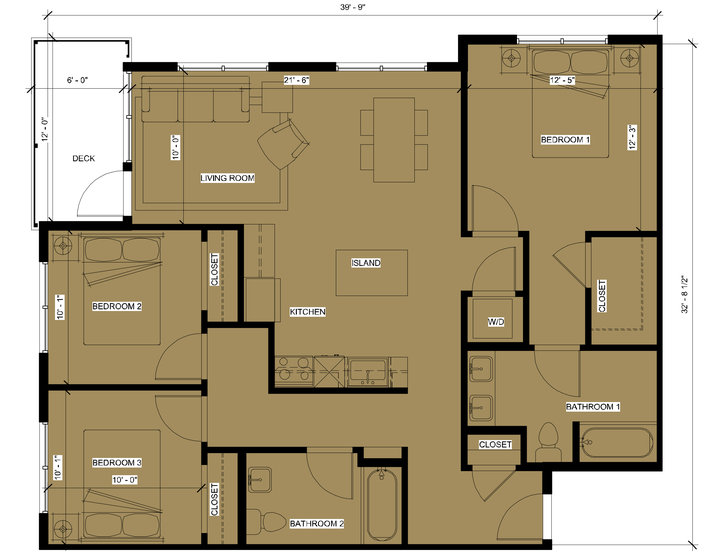
2 BEDROOMS
2 BATHROOMS
RENTABLE AREA (GROSS): 954 SF
DECK / BALCONY AREA: 75 SF



3 2 BR CORNER UNIT
1/4" = 1'-0"

B2 - 2 BEDROOM CORNER UNIT

2 BEDROOMS
2 BATHROOMS
RENTABLE AREA (GROSS): 980 SF
DECK / BALCONY AREA: 72 SF



4 3 BR CORNER UNIT
1/4" = 1'-0"

C1 - 3 BEDROOM UNIT

3 BEDROOMS
2 BATHROOMS
RENTABLE AREA (GROSS): 1205 SF
DECK / BALCONY AREA: 72 SF

UNIT PRELIMINARY PLANS

JMA VENTURES - SOARING RANCH PHASE 3

SCALE: 1/4" = 1'-0"

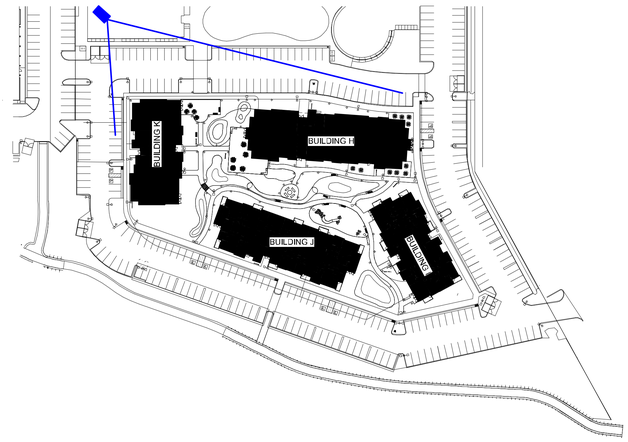
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DATE **09/01/22**

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AU.1





VIEWS

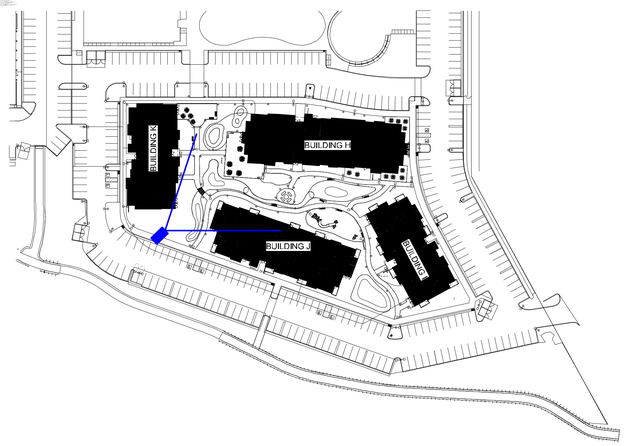
JMA VENTURES - SOARING RANCH PHASE 3

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JOB NO. **1662.001**
DATE **09/01/22**

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AV.1



VIEWS

JMA VENTURES - SOARING RANCH PHASE 3

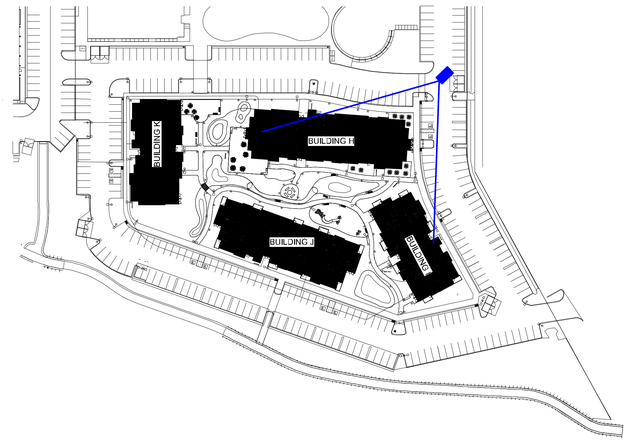
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San Diego, California 92101
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JOB NO. **1662.001**
DATE **09/01/22**

AV.2





VIEWS

JMA VENTURES - SOARING RANCH PHASE 3

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JOB NO. **1662.001**
DATE **09/01/22**

AV.3

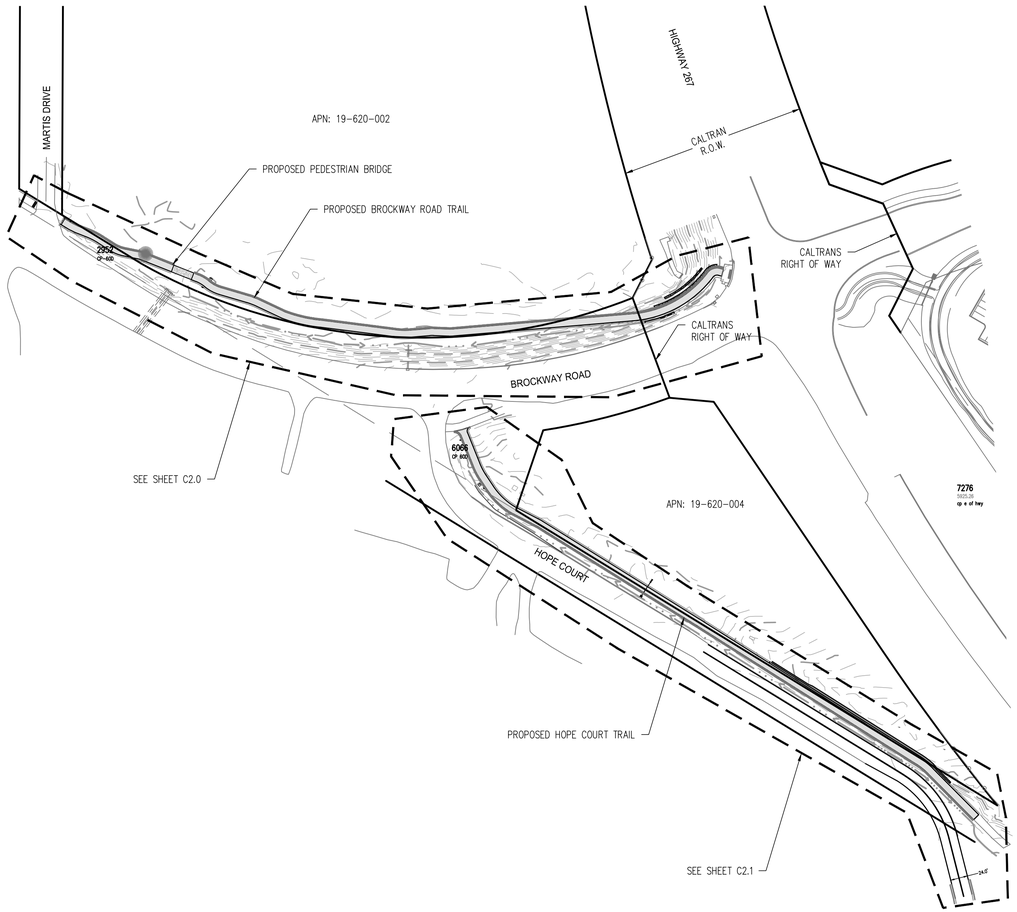

RETAIL SIGNAGE
RETAIL SIGNAGE
RETAIL SIGNAGE
RETAIL SIGNAGE
RETAIL SIGNAGE

IMPROVEMENT PLANS FOR:

BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL

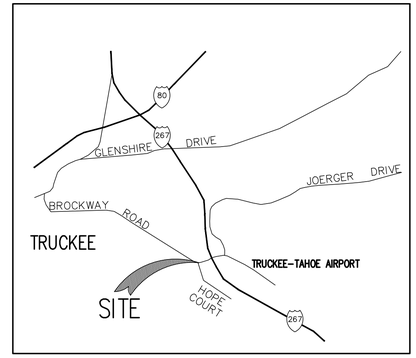
TRUCKEE, CALIFORNIA

JUNE, 2022



SITE PLAN

SCALE 1"=100'



VICINITY MAP

NOT TO SCALE

WDID #6A29C396558

OWNER

J-MAR I, LLC
PO BOX 3938
TRUCKEE, CA 96160
CONTACT: DAVID TIRMAN – 530.581.5472

SITE ADDRESS

10001 SOARING WAY
TRUCKEE, CA 96161

PLANNING/ENGINEERING

MILLENNIUM PLANNING & ENGINEERING
471 SUTTON WAY, SUITE 210
GRASS VALLEY, CA 95945
(530) 446-6765
CONTACT: MICHELLE LAYSHOT, P.E.

FIRE

TRUCKEE FIRE PROTECTION DISTRICT
10049 DONNER PASS ROAD
P.O. BOX 2768
TRUCKEE, CA 96161
(530) 582-7850
CONTACT: BILL SELINE

WATER

TRUCKEE DONNER PUBLIC UTILITY DISTRICT
P.O. BOX 309
11570 DONNER PASS ROAD
TRUCKEE, CA 96160
(530) 582-3908
CONTACT: NEIL KAUFMAN, P.E.

SEWER

TRUCKEE SANITARY DISTRICT
12304 JOEGER DRIVE
TRUCKEE, CA 96161-3312
(530) 550-3105
CONTACT: RAYMOND BROWN, P.E.

ELECTRICAL

TRUCKEE DONNER PUBLIC UTILITY DISTRICT
P.O. BOX 309
11570 DONNER PASS ROAD
TRUCKEE, CA 96160
(530) 582-3908
CONTACT: SANNA SCHLOSSER, P.E.

PHONE

AT&T
11012 WEST RIVER STREET
TRUCKEE, CA 96161
(530) 888-2365
CONTACT: CHARLES KEATLEY

GAS

SOUTHWEST GAS
P.O. BOX 1190
CARSON CITY, NV 89702
(775) 887-2723
CONTACT: SHON NELSON

CABLE TV

SUDDENLINK COMMUNICATIONS
10607 W. RIVER STREET
TRUCKEE, CA 96161
(530) 587-6100

ASSESSOR'S PARCEL NUMBER

19-620-002 AND 19-620-004

BASIS OF ELEVATIONS

THE BASIS OF ELEVATIONS IS FOUND, BENCHMARK AS SHOWN ON THE TOPOGRAPHIC SURVEY FOR DENNIS BUCHANAN AND PREPARED BY ANDREGG GEOMATICS DATED: DECEMBER 1, 2003

BASIS OF BEARINGS

THE BASIS OF BEARING IS IDENTICAL TO THAT PARCEL MAP PM 2015-00000080 JOERGER RANCH PHASE 1 RECORDED IN BOOK 21 OF PARCEL MAPS, PAGE 48, O.R.N.C.

RECORD DRAWINGS NOTE

ALL INFORMATION SHOWN ON THESE PLANS HAS BEEN PREPARED BY, OR UNDER DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED HEREIN AND ARE BASED UPON FIELD OBSERVATIONS MADE UNDER THE DIRECTION OF, OR BY THE UNDERSIGNED AND PUBLIC AGENCIES WHEN THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR CHANGES TO THESE PLANS NOT AUTHORIZED BY THE ENGINEER.

DATE ENGINEER SIGNATURE

DATE CONTRACTOR SIGNATURE

TOWN ENGINEER PLAN/DESIGN APPROVAL

PURSUANT TO GOVERNMENT CODE SECTION 830.6 AND TOWN COUNCIL RESOLUTION NO. 2020-02

I,_____, AS TRUCKEE TOWN ENGINEER, DO HEREBY APPROVE THE PLAN/DESIGN OF THIS PROJECT IN ADVANCE OF CONSTRUCTION THEREOF USING STANDARDS PREVIOUSLY APPROVED FOR CONSTRUCTION OF SUCH PROJECTS. IN DOING SO I HAVE CONSIDERED ALL REASONABLE ALTERNATIVES TO THE APPROVED PLAN/DESIGN.

SIGNED_____ DATE_____

INSTRUCTIONS TO CONTRACTORS
48 HOUR NOTICE REQUIRED PRIOR TO COMMENCING WORK

BEFORE COMMENCING WORK, ALL PLANS, SCHEDULES AND PROGRAMS MUST BE SUBMITTED AND APPROVED IN CONFORMANCE WITH THE TOWN OF TRUCKEE MUNICIPAL CODE, TITLE 13, AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS LATEST EDITION. BEFORE COMMENCING WORK THE CONTRACTOR SHALL NOTIFY THE TOWN OF TRUCKEE ENGINEERING DIVISION 48 HOURS IN ADVANCE OF THE TIME OF CONSTRUCTION AT (530) 582-7700.

DEVELOPER'S RIGHT-OF-WAY CERTIFICATE

A_____, DEVELOPER OF_____ ("PROJECT") HEREBY CERTIFIES THAT ALL RIGHT-OF-WAY AND OTHER LEGAL REQUIREMENTS FOR THE CONSTRUCTION OF ALL IMPROVEMENTS ASSOCIATED WITH THIS PROJECT, INCLUDING CONSTRUCTION PERMITS, WRITTEN CONSENTS, AND RIGHT-OF-ENTRY, HAVE BEEN ACQUIRED PRIOR TO APPROVAL OF THESE PLANS. DEVELOPER CERTIFIES THAT DOCUMENTATION TO SUBSTANTIATE THIS CERTIFICATION HAS BEEN SUBMITTED TO THE TOWN OF TRUCKEE. DEVELOPER SHALL HOLD THE TOWN OF TRUCKEE HARMLESS IN THE EVENT THE ABOVE RIGHTS ARE NOT OBTAINED OR ARE DISPUTED. DEVELOPER HEREBY ACKNOWLEDGES AND AGREES THAT UNDISCOVERED ERRORS AND OMISSIONS OR OTHER REVISIONS REQUIRED BY ACTUAL FIELD CONDITIONS SHALL BE CORRECTED AT THE DEVELOPER'S EXPENSE AS DISCOVERED.

AS USED IN THIS CERTIFICATE "DEVELOPER" SHALL INCLUDE THE DEVELOPER, DEVELOPER'S SUCCESSORS AND ASSIGNS AND DEVELOPER'S AUTHORIZED AGENT(S).

THE UNDERSIGNED HEREBY CERTIFIES THAT HE OR SHE HAS THE LEGAL AUTHORITY TO EXECUTE THIS CERTIFICATE ON BEHALF OF DEVELOPER, AND TO BIND DEVELOPER TO THE TERMS AND CONDITIONS STATED HEREIN.

SIGNED _____ TITLE _____

PRINTED NAME _____ DATE _____

ABBREVIATIONS

AC	ASPHALT CONCRETE	INV	INVERT
AB	AGGREGATE BASE	IRR	IRRIGATION
C	CONCRETE	HDPE	HIGH DENSITY POLYETHYLENE
CATV	CABLE TV	LF	LINEAR FEET
CMP	CORRUGATED METAL PIPE	MAX	MAXIMUM
COMM.	COMMUNICATION BOX	MIN	MINIMUM
CF	CUBIC FEET	MH	MAN HOLE
DET.	DETAIL	P	PAVEMENT
DI	DRAIN INLET	P.E.	POLYETHYLENE
D.I.P.	DUCTILE IRON PIPE	SD	STORM DRAIN
EG	EXISTING GROUND	SDMH	STORM DRAIN MANHOLE
ELEC.	ELECTRICAL	SS	SANITARY SEWER
E.V.	ELECTRIC VEHICLE	SSMH	SANITARY SEWER MANHOLE
EX., (E)	EXISTING	STND.	STANDARD
FF	FINISH FLOOR	TC	TOP OF CURB
FG	FINISH GRADE	TDPUD	TRUCKEE DONNER PUBLIC UTILITY DISTRICT
FH	FIRE HYDRANT	TSD	TRUCKEE SANITARY DISTRICT
FL	FLOW LINE	TYP.	TYPICAL
I.E.	INVERT ELEVATION	W	WATER
		WV	WATER VALVE

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REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
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STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
COVER SHEET
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DATSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C1.0

TOWN OF TRUCKEE

1. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE REQUIREMENTS OF TOWN OF TRUCKEE PUBLIC IMPROVEMENT AND ENGINEERING STANDARDS, CURRENT EDITION. ALL REFERENCES TO THE STANDARD SPECIFICATIONS SHALL REFER TO LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. ATTENTION IS ALSO DIRECTED TO THE TOWN OF TRUCKEE STANDARD PLAN DETAILS.

2. TOWN, DEPARTMENT OR ENGINEER, AS USED ON THESE PLANS AND NOTES, REFERS TO THE TOWN ENGINEER OF THE TOWN OF TRUCKEE OR AN AUTHORIZED AGENT APPOINTED BY THE TOWN ENGINEER.

3. PUBLIC SAFETY AND TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH TOWN REQUIREMENTS AND AS DIRECTED BY THE ENGINEER. SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION.

4. ALL FIELD STAKING SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR.

5. THE CONTRACTOR IS HEREBY NOTIFIED THAT PRIOR TO COMMENCING CONSTRUCTION, THEY ARE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR VERIFICATION AT THE CONSTRUCTION SITE OF THE LOCATIONS OF ALL UNDERGROUND FACILITIES WHERE SUCH FACILITIES MAY POSSIBLY CONFLICT WITH THE PLACEMENT OF THE IMPROVEMENTS SHOWN ON THESE PLANS. CALL "UNDERGROUND SERVICE ALERT" AT 1-800-227-2600 TWO (2) DAYS MINIMUM TO FOURTEEN (14) DAYS MAXIMUM BEFORE ANY EXCAVATION IS STARTED.

6. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND OTHER SURVEY MARKERS. MONUMENTS AND SURVEY MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

7. ALL ASPHALT CONCRETE SURFACES SHALL BE SAWCUT TWO FEET MINIMUM INSIDE THE EDGE OF PAVEMENT TO A NEAT, STRAIGHT LINE AND REMOVED. THE EXPOSED EDGE SHALL BE SEALED WITH EMULSION PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED, AND RECOMPACTED PRIOR TO PAVING.

8. CONTRACTOR SHALL MAINTAIN ADEQUATE DUST CONTROL PER SECTION 10 OF THE STANDARD SPECIFICATIONS.

9. EACH PARKING SPACE RESERVED FOR THE HANDICAPPED SHALL BE IDENTIFIED BY A PERMANENTLY AFFIXED REFLECTORIZED SIGN CONSTRUCTED OF PORCELAIN ON STEEL, BEADED TEXT, OR EQUAL, DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. A SIGN SHALL ALSO BE POSTED WHICH CLEARLY AND CONSPICUOUSLY STATES THE FOLLOWING: "UNAUTHORIZED VEHICLES NOT DISPLAYING PLACARDS OR LICENSE PLATES ISSUED FOR PHYSICALLY HANDICAPPED PERSONS MAY BE TOWED AWAY AT THE OWNERS EXPENSE". HANDICAP ACCESS SHALL COMPLY WITH TITLE 24 C.A.C.

10. NO CONSTRUCTION SHALL BE DONE BETWEEN OCTOBER 15 AND MAY 1 WITHOUT A TOWN APPROVED SEDIMENT EROSION CONTROL PLAN TO PREVENT SOIL EROSION. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD BEST MANAGEMENT PRACTICES.

11. INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREVENTION OF SIGNIFICANT EROSION AND SILTATION ENTERING THE STORMDRIAN SYSTEM, NATURAL DRAINAGE COURSES AND/OR INTRUDING UPON ADJACENT ROADWAYS AND PROPERTIES. WINTERIZATION AND EROSION CONTROL SHOWN ON THESE PLANS IS INTENDED AS A GUIDE. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AS DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER. THIS RESPONSIBILITY SHALL APPLY THROUGHOUT THE COURSE OF CONSTRUCTION AND UNTIL ALL DISTURBED AREAS HAVE BECOME STABILIZED AND SHALL NOT BE LIMITED TO WET WEATHER PERIODS.

12. AFTER STRIPPING THE DEBRIS, ANY EXISTING LOOSE FILL, UNSUITABLE SOIL, SILTY, SAND DEPOSITS, OR DISTURBED NATURAL SOILS SHALL BE EXCAVATED AND PROPERLY DISPOSED OF TO THE SATISFACTION OF THE ENGINEER.

13. THE CONTRACTOR SHALL REMOVE ALL ROAD MARKINGS, PAVEMENT MARKERS, AND OTHER DELINEATION THAT ARE IN CONFLICT WITH THE DELINEATION SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL LAYOUT ALL PAVEMENT MARKINGS FOR APPROVAL BY THE ENGINEER.

14. PERMANENT TRAFFIC SIGNS SHALL CONFORM TO THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION TRAFFIC SIGN SPECIFICATIONS FOR "STANDARD" SIZE, CHARACTER DIMENSIONS, AND LETTER STROKE WIDTH. ALL STOP SIGNS SHALL BE 30-INCH MINIMUM SIZE OF HIGH INTENSITY GRADE SHEETING.

15. ASPHALT CONCRETE (AC) MIX DESIGN AND SPECIFICATIONS FOR PAVING SHALL CONFORM TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, "GREENBOOK". SPECIFIED LIFTS OF C2-AR-4000, MINERAL AGGREGATE AC MIX SHALL BE USED AS APPROVED BY THE TOWN ENGINEER. THE TOP LIFT OF AC SHALL CONTAIN "BONIFIBERS" AS PRODUCED BY KAPEJO, INC. OR AN APPROVED EQUAL AT A RATE OF 5 POUNDS PER TON WITH AN ADDITIONAL 0.25% OF ASPHALT CONTENT PER TON OF MIX IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

16. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STANDARD SPECIFICATIONS.

17. CONTRACTOR MUST IMMEDIATELY REINSTALL ANY TRAFFIC SIGNS REMOVED IN THE COURSE OF CONSTRUCTION. ANY SIGNS LOST OR DAMAGED BY THE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

18. CONTRACTOR MUST PROVIDE TEMPORARY TRAFFIC STRIPING IF EXISTING DELINEATION IS DESTROYED DURING TRENCHING OR OTHER WORK. PAINTED MARKINGS OR STRIPING TAPE MAY BE USED. THE TEMPORARY STRIPING MUST BE APPROVED FOR MATERIAL AND LAYOUT BY THE ENGINEER BEFORE TRENCHING OR OTHER WORK IS STARTED. ALL TEMPORARY PAINTED MARKINGS THAT ARE TO BE REMOVED SHALL BE SANDBLASTED BY THE CONTRACTOR AT THE EXPENSE OF THE DEVELOPER.

19. THE TOWN MAY REQUIRE THE CONTRACTOR TO UNCOVER ANY IMPROVEMENTS THAT HAVE BEEN COMPLETED WITHOUT PROPER TOWN INSPECTION AND/OR APPROVAL. IF THE INSTALLATION IS FOUND NOT TO MEET TOWN STANDARDS OR PREVIOUSLY APPROVED ALTERNATIVES SHOWN ON THE PLANS, THE CONTRACTOR MAY BE REQUIRED TO REMOVE AND REPLACE SUCH IMPROVEMENTS AT CONTRACTOR'S EXPENSE.

20. PRIOR TO ANY ACTIVITY WITHIN THE TOWN RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL C-1B OR C-23 SIGNS IN ACCORDANCE WITH CHAPTER 5 OF THE TRAFFIC MANUAL. THE SIGNS SHALL BE PROFESSIONALLY MADE, METAL, REFLECTORIZED AND PLACED ON WOODEN POSTS FOR THE DURATION OF THE PROJECT. THE MINIMUM SIZE SHALL BE 36 INCHES. THE SIGNS SHALL BE REPLACED OR REPAIRED IF STOLEN OR DAMAGED. THE PLACEMENT, TYPE AND LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE REVIEWED AND APPROVED BY THE TOWN INSPECTOR. THE INSPECTOR SHALL DIRECT THE INSTALLATION OR CHANGES TO SIGNS, STRIPING, CONES, BARRICADES ETC. DURING THE COURSE OF CONSTRUCTION FOR TRAFFIC SAFETY.

21. ALL CONTRACTORS SHALL HAVE A CURRENT SET OF THE TOWN OF TRUCKEE PUBLIC IMPROVEMENT AND ENGINEERING STANDARDS, THE CA/TRANS STANDARD SPECIFICATIONS AND STANDARD PLANS ON SITE FOR ALL PROJECTS WITHIN THE TOWN OF TRUCKEE ASSOCIATED WITH PLANS APPROVED BY THE TOWN. FAILURE OF THE CONTRACTOR TO HAVE SUCH DOCUMENTS SHALL BE JUST CAUSE FOR STOPPING CONSTRUCTION OF THE PROJECT UNTIL THESE DOCUMENTS ARE OBTAINED.

21. TEMPORARY CONSTRUCTION FENCING: THE APPLICANT SHALL INSTALL A 4 FOOT TALL, BRIGHTLY COLORED (USUALLY YELLOW OR ORANGE), SYNTHETIC MESH MATERIAL FENCE (OR AN EQUIVALENT APPROVED BY THE PLANNING DEPARTMENT) AT THE FOLLOWING LOCATIONS PRIOR TO ANY CONSTRUCTION EQUIPMENT BEING MOVED ON-SITE OR ANY CONSTRUCTION ACTIVITIES TAKING PLACE:

   A. ADJACENT TO ANY AND ALL WETLAND PRESERVATION EASEMENTS THAT ARE WITHIN 50' OF ANY PROPOSED CONSTRUCTION ACTIVITY.

   B. TREES TO BE SAVED (NOT AUTHORIZED FOR REMOVAL): AT THE LIMITS OF CONSTRUCTION, OUTSIDE THE DRIPLINE OF ALL TREES 6" DBH (DIAMETER AT BREAST HEIGHT), OR 10" DBH AGGREGATE FOR MULTI-TRUNK TREES, WITHIN 50' OF ANY GRADING, ROAD IMPROVEMENTS, UNDERGROUND UTILITIES, OR OTHER DEVELOPMENT ACTIVITY.

   C. AROUND ANY AND ALL "SPECIAL PROTECTION" AREAS AS DISCUSSED IN THE PROJECT'S ENVIRONMENTAL REVIEW DOCUMENTS.

   IN ADDITION, A 1' X 2' SIGN SHALL BE ATTACHED TO THE FENCING STATING "THIS TREE TO BE SAVED" OR "PROTECTION AREA - KEEP OUT". NO DEVELOPMENT OF THIS SITE, INCLUDING GRADING, WILL BE ALLOWED UNTIL THIS CONDITION IS SATISFIED. ANY ENCROACHMENT WITHIN THESE AREAS INCLUDING DRIPLINES OF TREES TO BE SAVED, MUST FIRST BE APPROVED BY THE PLANNING DEPARTMENT. NO GRADING, CLEARING, STORAGE OF EQUIPMENT OR MACHINERY, ETC., MAY OCCUR UNTIL THE TOWN HAS INSPECTED AND APPROVED ALL TEMPORARY CONSTRUCTION FENCING. THIS INCLUDES BOTH ON-SITE AND OFF-SITE IMPROVEMENTS.

   EFFORTS SHOULD BE MADE TO SAVE TREES WHERE FEASIBLE. THIS MAY INCLUDE THE USE OF RETAINING WALLS, PLANTER ISLANDS, PAVERS, OR OTHER TECHNIQUES COMMONLY ASSOCIATED WITH TREE PRESERVATION.

22. IF ANY ARCHAEOLOGICAL ARTIFACTS, EXOTIC ROCK (NON-NATIVE), OR UNUSUAL AMOUNTS OF SHELL OR BONE ARE UNCOVERED DURING ANY ON-SITE CONSTRUCTION ACTIVITIES, ALL WORK MUST STOP IMMEDIATELY IN THE AREA AND A QUALIFIED ARCHAEOLOGIST RETAINED TO EVALUATE THE DEPOSIT. IF THE DISCOVERY CONSISTS OF HUMAN REMAINS, THE NEVADA COUNTY CORONER AND NATIVE AMERICAN HERITAGE COMMISSION MUST ALSO BE CONTACTED. WORK IN THE AREA MAY ONLY PROCEED AFTER AUTHORIZATION IS GRANTED BY THE TOWN OF TRUCKEE PLANNING DEPARTMENT.

23. THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION VEHICLES OR EQUIPMENT FIXED OR MOBILE, OPERATED WITHIN CLOSE PROXIMITY OF A RESIDENTIAL DWELLING SHALL BE EQUIPPED WITH PROPERLY OPERATING AND MAINTAINED MUFFLERS AT ALL TIMES DURING PROJECT CONSTRUCTION. IT IS THE OWNER'S RESPONSIBILITY TO OBTAIN THE SERVICES OF A QUALIFIED ACOUSTICAL PROFESSIONAL TO VERIFY PROPER EQUIPMENT MUFFLERS IF CONCERNS RELATING TO THE ISSUE ARISE. HOURS OF OPERATION OF CONSTRUCTION ACTIVITIES SHALL BE LIMITED FROM 7 A.M. TO 8 P.M. OR DUSK, WHICHEVER OCCURS FIRST, MONDAY THROUGH SATURDAY. NO CONSTRUCTION SHALL BE PERMITTED ON SUNDAYS WITHOUT TOWN PLANNER APPROVAL/NOTIFICATION TO ADJACENT PROPERTY OWNERS. INTERIOR CONSTRUCTION ACTIVITIES MAY OCCUR AFTER THESE HOURS IF SUCH ACTIVITIES WILL NOT RESULT IN EXTERIOR NOISE AUDIBLE AT PROPERTY LINES.

EARTHWORK AND GRADING NOTES

1. NO CLASSIFICATION OF MATERIAL TO BE EXCAVATED IS MADE WITH THESE PLANS AND SPECIFICATIONS. EXCAVATION SHALL INCLUDE THE REMOVAL AND SUBSEQUENT HANDLING OF ALL EARTH, GRAVEL, ROCK, OR OTHER MATERIAL ENCOUNTERED REGARDLESS OF THE TYPE, CHARACTER, COMPOSITION, OR CONDITION OF THE MATERIAL IN ACCORDANCE WITH THESE NOTES AND APPLICABLE LAWS AND CODES.

2. GRADING - FINISH GRADES AND EXISTING OR NATURAL GRADES ARE INDICATED ON THE PLANS. THE CONTRACTOR SHALL DO ALL GRADING, FILLING-IN OR EXCAVATING AS REQUIRED TO COMPLETELY GRADE THE SITE TO LINES AND GRADES SHOWN, AND TO PROVIDE FOR THE INDICATED DRAINAGE. WHERE FINISH GRADE CORRESPONDS PRACTICALLY WITH EXISTING GRADE, THE GROUND SHALL BE WORKED UP AND GRADED OFF EVENLY WITH EXISTING GRADE. THE TOP SOIL SHALL BE STRIPPED AND STOCKPILED FOR TOP LAYERS OF FILL. THE GRADING OPERATION SHALL GENERALLY CONSIST OF MOVING AND TRANSPORTING MATERIALS WITHIN THE AREA; HOWEVER, THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL FILL MATERIAL IF NECESSARY TO COMPLETE THE SITE GRADING TO THE ELEVATIONS SHOWN, OR TO OFFHAUL ANY EXCESS MATERIAL WHICH MAY RESULT.

   EARTHWORK QUANTITIES

   THE FOLLOWING ESTIMATED QUANTITIES ARE GIVEN FOR INFORMATION ONLY.

TOTAL CUT:	635 C.Y.
TOTAL FILL:	2575 C.Y.
NET:	1,940 C.Y. IMPORT

   ASSUMPTIONS:
   FILL FACTOR = 1.1
   CUT FACTOR = 1.0
   CLEARING LOSS = 4" INCHES
   UTILITY TRENCH / INFILTRATION SPOILS: NOT INCLUDED IN THIS CALCULATION.

4. THE TOPOGRAPHY FROM WHICH THE ABOVE QUANTITIES WERE COMPUTED WAS OBTAINED FROM A FIELD TOPOGRAPHIC SURVEY, RESULTING IN A 1' CONTOUR INTERVAL MAP THAT WAS PROVIDED FROM DUNDAS GEOMATICS, INC.

5. THE CONTRACTOR IS ADVISED TO MAKE AN INDEPENDENT EVALUATION OF THE EARTHWORK QUANTITIES INVOLVED. THE OWNER AND MILLENNIUM PLANNING AND ENGINEERING DO NOT, EXPRESSLY OR BY IMPLICATION, AGREE THAT THE ACTUAL EARTHWORK QUANTITIES WILL CORRESPOND TO THOSE GIVEN ABOVE. EARTHWORK QUANTITIES MAY FLUCTUATE DEPENDING UPON SIZE AND AMOUNT OF ROCK ENCOUNTERED. ANY EXCESS OR UNSUITABLE MATERIAL SHALL BE REMOVED FROM THE OWNER'S PROPERTY AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL NOTES

1. CONTRACTOR SHALL FOLLOW ALL PROVISIONS IDENTIFIED IN PROJECT S.W.P.P. W.D.I.D. #6A29C396558

2. CONTRACTOR SHALL B E RESPONSIBLE FOR PROVIDING ADEQUATE TEMPORARY EROSION AND DRAINAGE CONTROL FACILITIES AND PROTECTING ALL GRADED AREAS FROM EROSION A T ALL TIMES UNTIL REVEGETATION IS SUCCESSFULLY ESTABLISHED AND PERMANENT SURFACING AND DRAINAGE FACILITIES ARE COMPLETED. TEMPORARY EROSION CONTROL SHALL B E DONE IN COMPLIANCE WITH LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) REQUIREMENTS, RESOURCE CONSERVATION DISTRICT REQUIREMENTS, STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THIS PROJECT AND THE CURRENT EDITION OF THE CALIFORNIA STORM WATER BEST MANAGEMENT PRACTICE HANDBOOK FOR CONSTRUCTION ACTIVITY. CONTRACTOR SHALL REPAIR ANY AREAS DAMAGED FROM EROSION PRIOR TO ACCEPTANCE OF THE GRADING. MINIMUM TEMPORARY EROSION CONTROL MEASURES ARE SHOWN ON THE WATER POLLUTION CONTROL DRAWING HOWEVER ADDITIONAL MEASURES ARE TO B E IMPLEMENTED AS NECESSARY DURING CONSTRUCTION.

3. PERMANENT EROSION CONTROL MEASURES CONSISTS OF REVEGETATION, RESURFACING, ROCK SLOPE PROTECTION AND COMPLETED DRAINAGE FACILITIES. THESE ARE FURTHER DESCRIBED IN THE LANDSCAPE PLAN AND THE STORM WATER POLLUTION PREVENTION PLAN.

4. REQUIRED CONSTRUCTION DETAILS AND BEST MANAGEMENT PRACTICES (BMP'S) ARE PROVIDED IN THE PLANS AND IN THE SWPPP. OTHER MEASURES M A Y BE REQUIRED B Y THE TOWN ENGINEER AND OR THE LAHONTAN REGION OF THE RWQCB.

5. REMOVAL OF NATIVE VEGETATION SHALL BE MINIMIZED.

6 . ALL DISTURBED AND GRADED AREAS SHALL BE REVEGETATED IN ACCORDANCE WITH THE LANDSCAPE PLAN TO THE SATISFACTION OF THE ENGINEER.

7. IF PERMANENT EROSION CONTROL MEASURES ARE NOT INSTALLED B Y OCTOBER 15 OF EACH YEAR, TEMPORARY MEASURES, SUCH AS SEDIMENT BARRIERS, CHECK DAMS, SEDIMENT TRAPS AND TEMPORARY PROTECTION SUCH AS WOOD CHIPS AND PINE NEEDLES SHALL REMAIN IN PLACE TO STABILIZE THE SITE UNTIL M A Y 1 OF THE FOLLOWING YEAR. ADDITIONAL MEASURES MAYBE NECESSARY BASED ON FIELD CONDITIONS AS PER JURISDICTIONAL REQUIREMENTS B Y TOWN OF TRUCKEE, RESOURCE CONSERVATION DISTRICT, AND CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, LAHONTAN REGION (530) 542-5434.

GENERAL

1. CONTRACTORS SHALL BE IN RECEIPT OF OFFICIAL TOWN OF TRUCKEE APPROVED PLANS PRIOR TO CONSTRUCTION.

2. TOPOGRAPHIC FEATURES SHOWN ARE THOSE THAT EXISTED DURING A SURVEY BY DUNDAS GEOMATICS, INC.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING HIS OPERATION ENTIRELY OUTSIDE OF ANY NO GRADING AREA. THESE AREAS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO CONSTRUCTION. WHERE WORK IS BEING DONE IN AN OFF-SITE EASEMENT, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING WORK.

4. CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PROVIDED BY A LICENSED SURVEYOR.

   ALIGNMENT AND GRADE STAKES SHALL BE SET FOR:

   HORIZONTAL/VERTICAL CURB LOCATIONS

   STORM DRAIN AND CATCH BASINS

   UTILITY LINES

   ALL STAKES SHALL BE PRESERVED BY THE CONTRACTOR UNTIL THEY ARE NO LONGER NEEDED. THE CONTRACTOR SHALL PAY THE COST OF REPLACING ANY STAKES DAMAGED OR DESTROYED.

5. WHEN THE CONTRACTOR'S OPERATIONS TEMPORARILY INTERFERE WITH THE EXISTING FLOW OF SEWAGE, WATER, GAS, ELECTRICITY, TELEPHONE COMMUNICATION, OR THE OPERATION OF ANY OTHER UTILITY, THE CONTRACTOR SHALL PROVIDE, OR MAKE ARRANGEMENTS FOR SATISFACTORY BYPASS FACILITIES, ALTHOUGH INTERRUPTIONS ARE NOT ANTICIPATED AS PART OF THIS PROJECT.

   THE CONTRACTOR SHALL REQUEST PERMISSION TO INTERFERE WITH SAID UTILITIES BY APPLYING TO THE RELATED UTILITY AND SHALL COMPLY WITH THEIR RECOMMENDATIONS AND ORDINANCES IN EACH CASE. SAID BYPASS FACILITIES SHALL BE SO CONSTRUCTED AS TO PROVIDE A NON-INTERRUPTIVE SERVICE OF SAID UTILITY.

6. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE OCCUPATIONAL SAFETY AND HEALTH STANDARDS, RULES, REGULATIONS AND ORDERS ESTABLISHED BY THE STATE OF CALIFORNIA.

   THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFETY PROCEDURES TO BE FOLLOWED BY WORKERS, SUBCONTRACTORS, AND OTHER PERSONS WORKING ON THE PROJECT. THE CONTRACTOR SHALL PROVIDE FOR THE SAFETY OF THE PUBLIC BOTH DAY AND NIGHT. THE ENGINEER IS NOT HIRED TO REVIEW OR APPROVE THE SAFETY PROCEDURE FOLLOWED BY THE CONTRACTOR.

   AS REQUIRED BY THE CONSTRUCTION SAFETY ORDERS OF THE CALIFORNIA DIVISION OF OCCUPATIONAL SAFETY AND HEALTH SUFFICIENT BRACING AND SHORING SHALL BE INSTALLED IN THE TRENCHES TO ENSURE THE SAFETY OF WORKERS. WHERE PRACTICAL, ALL SUCH BRACING AND SHORING SHALL BE REMOVED FROM THE TRENCH AS THE BACKFILLING PROCEEDS. THE CONTRACTOR SHALL OBTAIN A TRENCH EXCAVATION PERMIT, IF REQUIRED, FROM THE CALIFORNIA DIVISION OF OCCUPATIONAL SAFETY AND HEALTH.

7. UNLESS OTHERWISE NOTED, ALL CONSTRUCTION IS ON LANDS OF THE OWNER, TOWN OF TRUCKEE, IN EASEMENTS OBTAINED FROM THE COUNTY OR PUBLIC AGENCIES. THE CONTRACTOR SHALL OBTAIN THE REQUIRED ENCROACHMENT PERMITS FROM THE APPROPRIATE PUBLIC AGENCIES. WHERE WORK IS LOCATED IN EASEMENTS, TRAVERSING LANDS OTHER THAN THOSE OF THE COUNTY, THE CONTRACTOR SHALL MAKE ALL APPROPRIATE NOTIFICATIONS AND CONFINE HIS/HER OPERATIONS WITHIN THE EASEMENT BOUNDARIES.

8. THE LOCATIONS OF ALL UNDERGROUND FACILITIES SHOWN ON THIS PLAN ARE APPROXIMATE. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNDERGROUND FACILITIES. HOWEVER, THE DESIGN ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OF COMPLETENESS OF THE EXISTING FACILITIES SHOWN HEREON OR FOR THE EXISTENCE OF OTHER UNDERGROUND UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL CALL U.S.A. UNDERGROUND SERVICE ALERT AT 811, OR 1-800-227-2600 AND HAVE UTILITIES MARKED AT LEAST 72 HOURS BEFORE BEGINNING WORK. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES AND IMMEDIATELY NOTIFY THE DESIGN ENGINEER IF ANY SUCH FACILITIES INTERFERE WITH THE CONSTRUCTION OF IMPROVEMENTS. IF SO DIRECTED BY THE DESIGN ENGINEER, THE CONTRACTOR SHALL STOP WORK IMMEDIATELY UNTIL REMEDIAL ACTION CAN BE TAKEN. ANY COST RESULTING FROM THE CONTRACTORS FAILURE TO REPORT FAILURE TO STOP WORK AS DIRECTED, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

9. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS, IF REVISIONS ARE NECESSARY BECAUSE OF THE LOCATION OF EXISTING UTILITIES.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF EXISTING PUBLIC AND PRIVATE IMPROVEMENTS. ANY DAMAGED IMPROVEMENTS SHALL BE REPLACED BY THE CONTRACTOR TO EQUAL OR BETTER THAN PRE-PROJECT CONDITIONS INCLUDING, BUT NOT LIMITED TO, ROADWAYS, DRAINAGE STRUCTURES, DRIVEWAYS, AND UTILITIES.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL CURRENTLY APPLICABLE SAFETY LAWS AND REGULATIONS OF ANY JURISDICTIONAL BODY. FOR INFORMATION CONTACT THE STATE INDUSTRIAL SAFETY DEPT.

12. PRIOR TO ANY CORRECTIVE ACTION BY THE CONTRACTOR WHICH IS NECESSARY DUE TO STAKING ERRORS, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER FOR VERIFICATION AND RESTAKING.

13. IF BYPASS FACILITIES ARE NOT FEASIBLE OR REASONABLE, AS DETERMINED BY THE ENGINEER, THE RESIDENTS AND/OR OWNERS OF ALL PROPERTIES AFFECTED BY A TEMPORARY INTERRUPTION (LESS THAN 8 HOURS) MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO THE INTERRUPTION BY THE CONTRACTOR.

14. ALL INSTALLATIONS SHALL FOLLOW MANUFACTURER'S RECOMMENDATIONS AND GUIDELINES UNLESS OTHERWISE NOTED ON THE PLANS. MANUFACTURER'S INSTALLATION GUIDELINES SHALL BE ON CONSTRUCTION SITE AT ALL TIMES.

15. DURING THE PROGRESS OF THE WORK, THE CONTRACTOR SHALL KEEP THE ENTIRE JOB SITE IN A CLEAN AND ORDERLY CONDITION. EXCESS UNSUITABLE MATERIAL SHALL BE REMOVED FROM THE JOB SITE. SPILLAGE RESULTING FROM CONTRACTOR'S ACTIVITY SHALL BE REMOVED BY THE CONTRACTOR. ALL GUTTERS AND ROADSIDE DITCHES SHALL BE KEPT FREE AND CLEAR FROM OBSTRUCTIONS. ANY DEVIATION FROM THE ABOVE PRACTICE SHALL HAVE PRIOR WRITTEN APPROVAL FROM THE ENGINEER.

16. THE CONTRACTOR SHALL PROVIDE ONE COMPLETE SET OF AS-BUILT CHANGES. THE CHANGES SHALL BE PLACED ON A CLEAN SET OF DRAWINGS IN RED AND GIVEN TO THE DESIGN ENGINEER AT JOB COMPLETION.

17. THE CONTRACTOR SHALL AT HIS OWN EXPENSE, PROVIDE ALL PERMITS, CERTIFICATES AND LICENSES REQUIRED BY LAW.

18. WHEN TRANSPORTING ANY MATERIAL DURING CONSTRUCTION, CARE SHOULD BE TAKEN TO PREVENT MATERIAL FROM BLOWING OR SPILLING ONTO STREETS AND HIGHWAYS. EARTHEN MATERIAL, IF TRANSPORTED, SHALL BE ADEQUATELY SPRAYED WITH WATER PRIOR TO TRANSPORT ONTO PUBLIC ROADS. VEGETATIVE MATERIAL SHALL BE COVERED OR TARPED PRIOR TO TRANSPORT.

19. INERT WASTE SUCH AS CONCRETE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LEGALLY DISPOSED OF AT THE CONTRACTOR'S EXPENSE.

20. TOXIC WASTE (PETROLEUM AND OTHER CHEMICAL PRODUCTS), IF ENCOUNTERED, SHALL BE IDENTIFIED, SEPARATED AND DELIVERED TO THE PROPER LANDFILL AREA.

21. THE CONTRACTOR SHALL CHIP OR HAUL TO AN APPROVED DUMP SITE OR LANDFILL, ALL CLEARED VEGETATION.

22. ALL AREAS WITH VEHICLE TRAFFIC SHALL BE WATERED OR HAVE DUST PALLIATIVE APPLIED AS NECESSARY FOR REGULAR STABILIZATION OF DUST EMISSIONS.

24. SHOP DRAWINGS - THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS AS MAY BE NECESSARY FOR THE PROSECUTION OF THE WORK, AS REQUIRED BY THESE NOTES. THE ENGINEER SHALL PROMPTLY REVIEW ALL SHOP DRAWINGS. THE ENGINEER'S REVIEW OF ANY SHOP DRAWING SHALL NOT RELEASE THE CONTRACTOR FROM RESPONSIBILITY FOR DEVIATIONS FROM THE CONTRACT DOCUMENTS.

25. MATERIALS, SERVICES AND FACILITIES - MATERIALS AND EQUIPMENT SHALL BE SO STORED AS TO INSURE THE PRESERVATION OF THEIR QUALITY AND FITNESS FOR THE WORK. STORED MATERIALS AND EQUIPMENT TO BE INCORPORATED IN THE WORK SHALL BE LOCATED SO AS TO FACILITATE PROMPT INSPECTION.

26. ALL MATERIAL SHALL BE UNLOADED, STORED, LOWERED INTO THE TRENCH AND JOINED, USING SUITABLE TOOLS AND EQUIPMENT AND IN A MANNER THAT WILL PREVENT DAMAGE TO THE MATERIAL, JOINTS, COATING, OR LINING. STORAGE AND HANDLING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

27. DAMAGED MATERIAL WILL BE REJECTED. THE CONTRACTOR SHALL CLEARLY MARK THE REJECTED MATERIAL AND REMOVE IT FROM THE IMMEDIATE CONSTRUCTION AREA. WHEN APPROVED BY THE ENGINEER, DAMAGED MATERIAL MAY BE REPAIRED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION AND USED IN THE CONSTRUCTION. REPLACEMENT OR REPAIR OF REJECTED MATERIAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND AT NO EXPENSE TO THE OWNER.

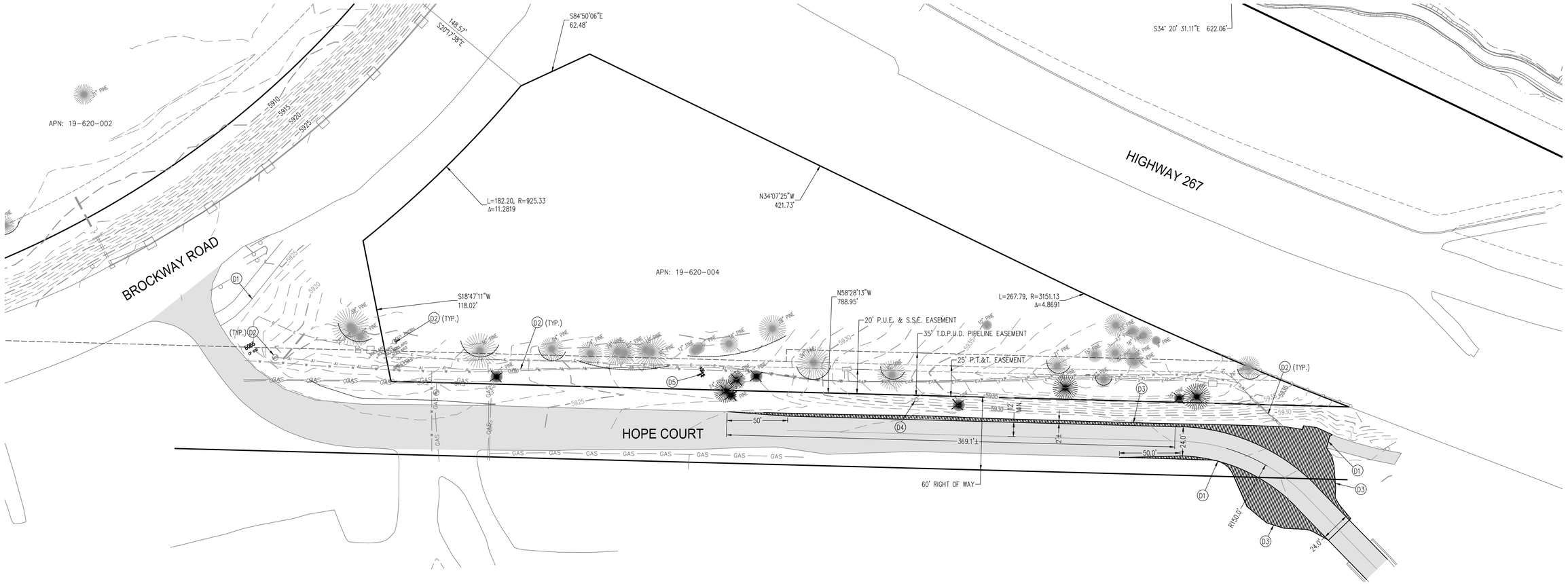
28. INSPECTION AND TESTING - ALL MATERIALS MAY BE INSPECTED, SAMPLED AND TESTED BY THE OWNER. THE CONTRACTOR SHALL GIVE SUFFICIENT ADVANCE NOTICE OF PLACING OF ORDER TO PERMIT TESTS TO BE COMPLETED BEFORE THE MATERIALS ARE INCORPORATED IN THE WORK AND HE SHALL AFFORD SUCH FACILITIES AS THE OWNER MAY REQUIRE FOR COLLECTING AND MAKING INSPECTIONS. ALL SAMPLES SHALL BE FURNISHED BY THE CONTRACTOR WITHOUT COST TO THE OWNER. THE OWNER MAY WAIVE SAMPLING AND TESTING IF ADEQUATE INFORMATION, PROPERLY CERTIFIED, IS AVAILABLE TO INDICATE THAT MATERIALS COMPLY WITH TERMS OF THE SPECIFICATIONS.

29. THE CONTRACTOR SHALL FURNISH THE OWNER WITH EVERY REASONABLE FACILITY FOR ASCERTAINING WHETHER OR NOT THE WORK AS PERFORMED IS IN ACCORDANCE WITH THE REQUIREMENTS AND INTENT OF THE CONTRACT. IF THE OWNER REQUESTS IT, THE CONTRACTOR AT ANY TIME BEFORE ACCEPTANCE OF THE WORK SHALL REMOVE OR UNCOVER SUCH PORTIONS OF THE FINISHED WORK AS MAY BE DIRECTED. AFTER EXAMINATION, THE CONTRACTOR SHALL RESTORE SAID PORTIONS OF THE WORK TO THE STANDARDS REQUIRED BY THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

30. WATER AND POLLUTION - THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL, COUNTY, STATE, AND FEDERAL REGULATIONS PERTAINING TO WATER POLLUTION AND SOIL EROSION INCLUDING THE PAYMENT OF ANY FINES OR PENALTIES IMPOSED BY ANY GOVERNMENT AGENCY AS A RESULT OF WORK PERFORMED BY THE CONTRACTOR.

31. THE CONTRACTOR SHALL COMPLY WITH ALL AIR POLLUTION CONTROL RULES, REGULATIONS, ORDINANCES AND STATUTES WHICH APPLY TO THE WORK AREA.

32. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR OUTLINING THE SAFETY PROCEDURES TO BE FOLLOWED BY ITS WORKMEN, ALL SUBCONTRACTORS, AND RELATED TRADES WOR



LEGEND

	PROPERTY LINE
12"F	TREES TO REMAIN (SIZE NOTED ON PLAN)
16"P	TREES TO BE REMOVED (SIZE NOTED ON PLAN) (7 TREES TO BE REMOVED)
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)
	DEMO EXISTING ASPHALT
E E	EXISTING ELECTRICAL LINE
W W	EXISTING WATER LINE
JU JU	EXISTING JOINT UTILITY LINE
GAS	EXISTING GAS LINE
	EXISTING MANHOLE

DEMOLITION NOTES

D1 SAWCUT AND REMOVE EXISTING PAVEMENT.
D2 PRESERVE AND PROTECT EXISTING UTILITIES.
D3 REMOVE EXISTING ASPHALT.
D4 REMOVE AND RELOCATE EXISTING (UNDERGROUND UTILITIES) SIGN.
D5 REMOVE AND RELOCATE EXISTING FIRE HYDRANT.

UTILITY NOTE

1. SURFACE UTILITY FEATURES AS WELL AS SIZE, TYPE, AND LOCATION OF UNDERGROUND UTILITIES SHOWN ARE PER FIELD SURVEY AND "AS BUILT" INFORMATION. ACTUAL LOCATION MAY VARY. CONTRACTOR SHALL VERIFY UTILITIES ON AND OFFSITE PRIOR TO CONSTRUCTION

TREE PRESERVATION NOTES:

1. TREE PROTECTION PRIOR TO GRADING SHALL BE IN ACCORDANCE WITH SECTION 18.30.155.H OF THE DEVELOPMENT CODE (TREE PROTECTION). BELOW IS A SUMMARY:
   - 1.1. FENCING AT THE DRIPLINE OR AT THE LIMITS OF GRADING SHOULD THEY BE LOCATED WITHIN THE DRIPLINE SHALL BE INSTALLED PRIOR TO THE START OF ANY GRADING OR CONSTRUCTION ACTIVITY.
   - 1.2. THE NATURAL GROUND WITHIN THE DRIPLINES OF PROTECTED TREES SHALL REMAIN AS UNDISTURBED AS POSSIBLE.
   - 1.3. CUTS/FILLS WITHIN 6' OF A TREE TO BE RETAINED ARE PROHIBITED, UNLESS OTHERWISE RECOMMENDED BY A CERTIFIED ARBORIST OR REGISTERED FORESTER.
   - 1.4. NO MECHANICAL TRENCHING SHALL BE ALLOWED WITHIN THE DRIPLINE OF A TREE TO BE PRESERVED. IF NECESSARY TO INSTALL UNDERGROUND UTILITIES WITHIN THE DRIPLINE OF A TREE, THE TRENCH SHALL BE HAND DUG IN THE VICINITY OF MAJOR TREES.
   - 1.5. SUPPORT ROOTS THAT ARE INSIDE OF THE DRIPLINE OF THE TREE SHALL BE PROTECTED.
   - 1.6. DRAINAGE CHANGES SHALL BE MINIMIZED WITHIN DRIPLINES OF TREES TO BE RETAINED.
   - 1.7. NO IRRIGATION SYSTEM SHALL BE INSTALLED WITHIN THE DRIPLINE OF A TREE WHICH MAY BE DETRIMENTAL TO THE PRESERVATION OF THE TREE UNLESS SPECIFICALLY AUTHORIZED BY THE TOWN PLANNER.
   - 1.8. PAVING WITHIN THE DRIPLINE OF A TREE TO BE RETAINED SHALL BE MINIMIZED AND NO PAVING IS ALLOWED WITHIN 6' OF THE TRUNK.
2. A CERTIFIED ARBORIST OR PROFESSIONAL FORESTER MAY BE REQUIRED PRIOR TO CONSTRUCTION TO PROVIDE RECOMMENDATIONS FOR TREES TO BE RETAINED. THE CERTIFIED ARBORIST FOR THIS PROJECT IS LISTED BELOW:

GREG MATUZAK
ISA CERTIFIED ARBORIST WE-8962A
10432 BOULDER STREET
NEVADA CITY, CA 95959

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
CIVIL
STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

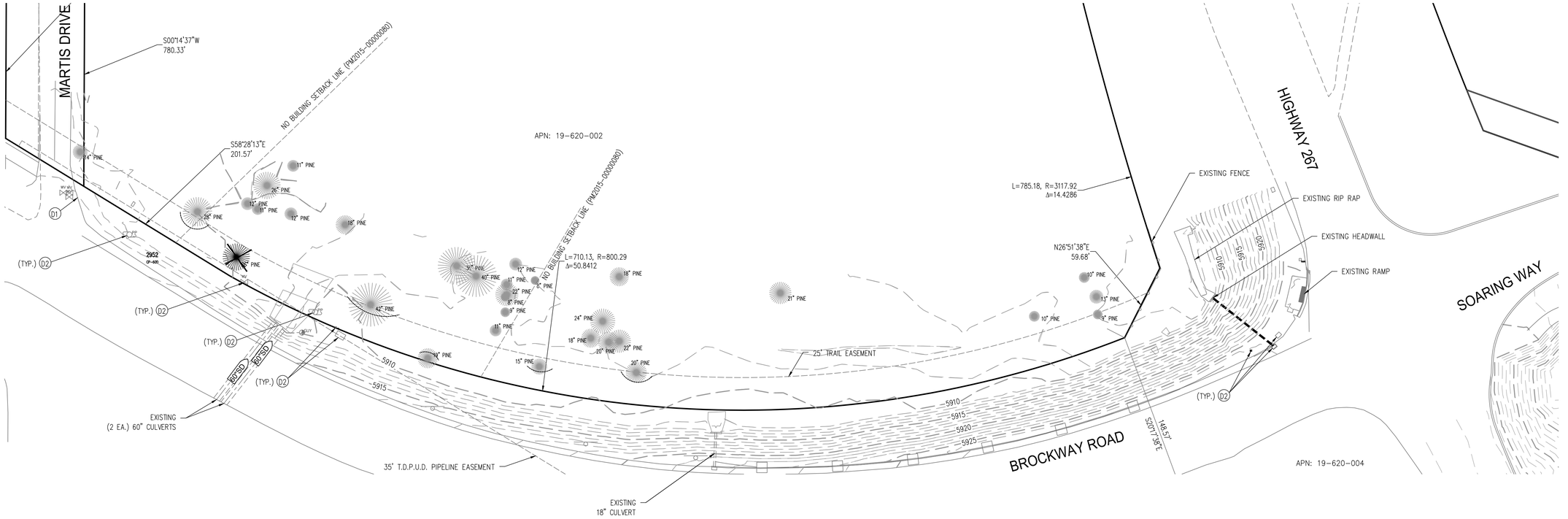
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
HOPE COURT TRAIL TOPOGRAPHY AND DEMOLITION PLAN
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C2.1



LEGEND

	PROPERTY LINE
12"F	TREES TO REMAIN (SIZE NOTED ON PLAN)
16"P	TREES TO BE REMOVED (SIZE NOTED ON PLAN) (1 TREE TO BE REMOVED)
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)
	EXISTING DRAINAGE INLETS

DEMOLITION NOTES

D1 SAWCUT AND REMOVE EXISTING PAVEMENT.

D2 PRESERVE AND PROTECT EXISTING UTILITIES.

UTILITY NOTE

1. SURFACE UTILITY FEATURES AS WELL AS SIZE, TYPE, AND LOCATION OF UNDERGROUND UTILITIES SHOWN ARE PER FIELD SURVEY AND "AS BUILT" INFORMATION. ACTUAL LOCATION MAY VARY. CONTRACTOR SHALL VERIFY UTILITIES ON AND OFFSITE PRIOR TO CONSTRUCTION

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GREG MATUZAK
ISA CERTIFIED ARBORIST WE-8962A
10432 BOULDER STREET
NEVADA CITY, CA 95959

0 20 40 80 FEET
SCALE: 1" = 40'

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
CIVIL
STATE OF CALIFORNIA

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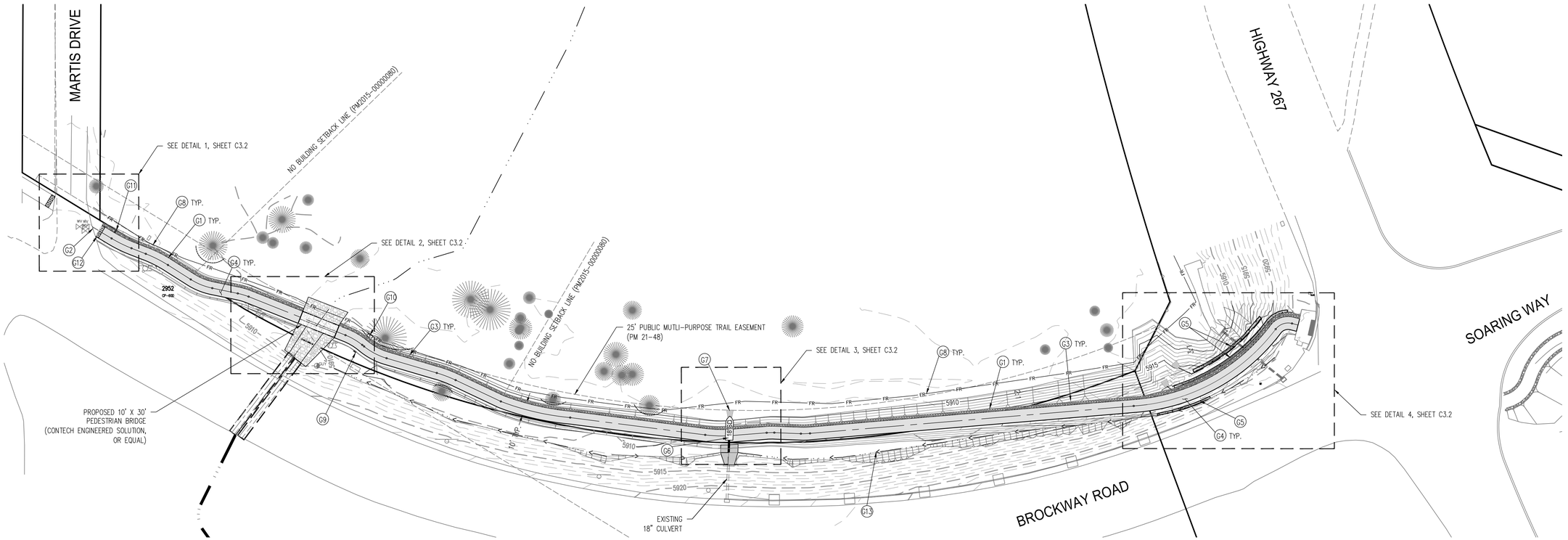
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
BROCKWAY ROAD TRAIL TOPOGRAPHY AND DEMOLITION PLAN
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

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SHEET NUMBER
C2.0



LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED TRUNCATED DOMES
	EXISTING TREES TO REMAIN
12"SD	PROPOSED HDPE STORM DRAIN PIPE
	PROPOSED ROCKERY RETAINING WALL
	PROPOSED FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)
FR	FIBER ROLL (DETAIL 2, SHEET C5.0)
47.73P	PAVEMENT ELEVATION
49.6± MATCH EX.	MATCH EX. GRADE ELEVATION
47.73TOW	TOP OF WALL ELEVATION
47.73BOW	BOTTOM OF WALL ELEVATION
47.73C	CONCRETE ELEVATION
47.73FG	FINISH GRADE
	EXISTING DRAINAGE INLETS

GRADING NOTES

G1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
G2 SAWCUT LINE- JOIN EX. ASPHALT (DETAIL 4, SHEET C5.0).
G3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
G4 CONSTRUCT 3" A.C. OVER 6" A.B. COMPACTED TO 95% R.C. OVER 8" NATIVE SOIL COMPACTED TO 90% R.C. (DETAIL 6, SHEET C5.0).
G5 INSTALL CALTRANS RETAINING WALL TYPE 1A (CASE 1) BOARD FORM CONCRETE WALL (DETAIL B3-3A AND DETAIL 22, SHEET C5.2).
G6 CONSTRUCT 30 LF OF 18" ADS N-12 STORM DRAIN PIPE (OR EQUAL) @ 12" MIN. COVER AND 1% MIN. SLOPE.
G7 INSTALL 5' X 5' ROCK OUTLET PROTECTION (DETAIL SD#66, SHEET C5.0).
G8 INSTALL FIBER ROLL (DETAIL 2, SHEET C5.0).
G9 INSTALL TRAIL COUNTER (DETAIL 9, SHEET C5.0).
G10 INSTALL BEAR PROOF TRASH ENCLOSURE (DETAIL 7, SHEET C5.0).
G11 INSTALL WAY FINDING SIGN (DETAIL 8, SHEET C5.0).
G12 INSTALL TUFTILE TRUNCATED DOMES, CAST IRON UNCOATED (DETAIL 13, SHEET C5.1).
G13 CONSTRUCT V-DITCH AT 1% MIN. SLOPE (DETAIL 21, SHEET C5.1).

CONSTRUCTION NOTE

UTILITIES ARE SHOWN BASED ON TOPOGRAPHIC SURVEY BY DUNDAS GEOMATICS, INC. THE CONTRACTOR SHALL VERIFY PRIOR TO CONSTRUCTION AND CONSTRUCT WITH CAUTION NEAR EXISTING UTILITIES. IF CONTRACTOR DISCOVERS UTILITIES NOT SHOWN ON THESE PLANS THAT WILL CONFLICT WITH CONSTRUCTION, CONTRACTOR SHALL NOTIFY THE TOWN AND ENGINEER OF RECORD IMMEDIATELY TO FIND AN ALTERNATE SOLUTION.

STORM WATER POLLUTION CONTROL NOTES

1. THE INFORMATION ON THESE DRAWINGS ARE ACCURATE FOR WATER POLLUTION CONTROL PURPOSES ONLY.
2. THE INFORMATION ON THIS PLAN IS INTENDED TO BE USED AS A GUIDELINE FOR THE CONTRACTOR AND SUBCONTRACTORS TO INSTALL WATER POLLUTION CONTROL DEVICES AT GENERAL LOCATIONS THROUGHOUT THE SITE. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE NARRATIVE SECTION OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
3. FIELD CONDITIONS MAY NECESSITATE MODIFICATIONS TO THESE DRAWINGS. IT IS THE CONTRACTORS RESPONSIBILITY TO UPDATE THE PLAN AS REQUIRED THROUGHOUT THE DURATION OF THE PROJECT.
4. PERMANENT EROSION CONTROL WILL BE INSTALLED PRIOR TO OCTOBER 15TH. ANY GRADED AREAS SHALL BE IMMEDIATELY STABILIZED WHEN INACTIVE FOR MORE THAN 48 HOURS, OR WHENEVER THERE IS A PREDICTED RAIN EVENT. DISTURBED AREAS SHALL BE WINTERIZED UPON COMPLETION BY HARDSCAPE, ROCK, VEGETATION OR HYDROSEEDING.
5. ALL DRAINAGE INLETS RECEIVING RUNOFF FROM DISTURBED SOIL AREAS SHALL BE PROTECTED WITH A SEDIMENT TRAP INLET PROTECTION.
6. TEMPORARY EROSION CONTROL MEASURES ARE TO REMAIN IN PLACE UNTIL FINAL IMPROVEMENTS ARE COMPLETED AND GRADED AREAS ARE REVEGETATED.
7. EXPECTED CONSTRUCTION START DATE: JUNE, 2022
   EXPECTED CONSTRUCTION COMPLETION DATE: OCTOBER, 2022
8. IN THE EVENT OF A CHANGED CONDITION, APPLICANT SHALL NOTIFY BUILDING OFFICIAL OF SUCH CHANGES AND SHALL PROVIDE REVISED PLANS FOR APPROVAL.
9. WORK SHALL BE DONE IN ACCORDANCE WITH THE FINAL APPROVED GRADING PLAN.

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAY SHOT
No. C79918
CIVIL
STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

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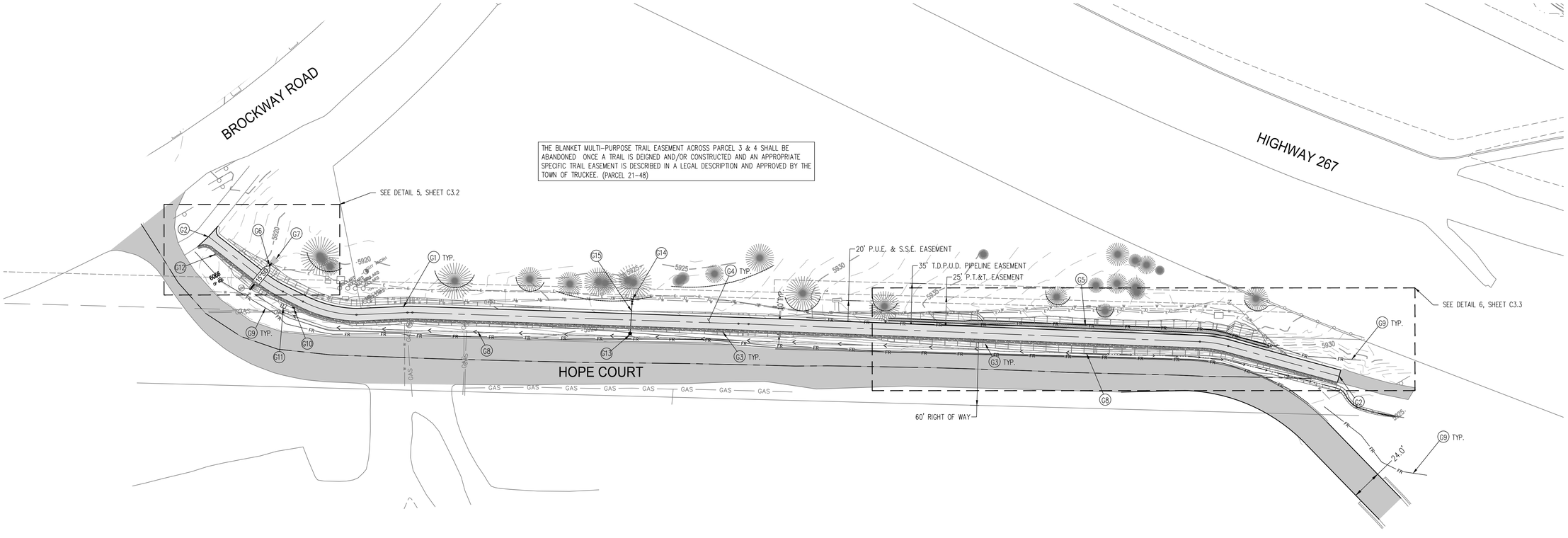
BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
BROCKWAY ROAD TRAIL SITE PLAN

TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C3.0



LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	EXISTING TREES TO REMAIN
12"SD	PROPOSED HDPE STORM DRAIN PIPE
	PROPOSED ROCKERY RETAINING WALL
	PROPOSED FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)
FR	FIBER ROLL (DETAIL 2, SHEET C5.0)
47.73P	PAVEMENT ELEVATION
49.6± MATCH EX.	MATCH EX. GRADE ELEVATION
47.73TOW	TOP OF WALL ELEVATION
47.73BOW	BOTTOM OF WALL ELEVATION
47.73C	CONCRETE ELEVATION
47.73FG	FINISH GRADE

GRADING NOTES

G1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
G2 SAWCUT LINE- JOIN EX. ASPHALT AND CONNECT TO EXISTING TRAIL (DETAIL 4, SHEET C5.0).
G3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
G4 CONSTRUCT 3" A.C. OVER 6" A.B. COMPACTED TO 95% R.C. OVER 8" NATIVE SOIL COMPACTED TO 90% R.C. (DETAIL 6, SHEET C5.0).
G5 INSTALL DRY STACKED ROCK WALL ON CUT SIDE (DETAIL 14, SHEET C5.1).
G6 CONSTRUCT 20 LF OF 15" ADS N-12 STORM DRAIN PIPE (OR EQUAL) @ 12" MIN. COVER AND 1% MIN. SLOPE.
G7 INSTALL 5' X 5' ROCK OUTLET PROTECTION (DETAIL SD#66, SHEET C5.0).
G8 CONSTRUCT V-DITCH (DETAIL 21, SHEET C5.1).
G9 INSTALL FIBER ROLL (DETAIL 2, SHEET C5.0).
G10 INSTALL TRAIL COUNTER (DETAIL 9, SHEET C5.0).
G11 INSTALL BEAR PROOF TRASH ENCLOSURE (DETAIL 7, SHEET C5.0).
G12 INSTALL WAY FINDING SIGN (DETAIL 8, SHEET C5.0).
G13 INSTALL RELOCATED FIRE HYDRANT (T.D.P.U.D. DETAIL W22.6).
G14 INSTALL TEE (T.D.P.U.D DETAIL W6.3).
G15 INSTALL 6" D.I.P. WATER LINE (T.D.P.U.D. DETAIL W3.4).

CONSTRUCTION NOTE

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CIVIL
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL

10001 SOARING WAY

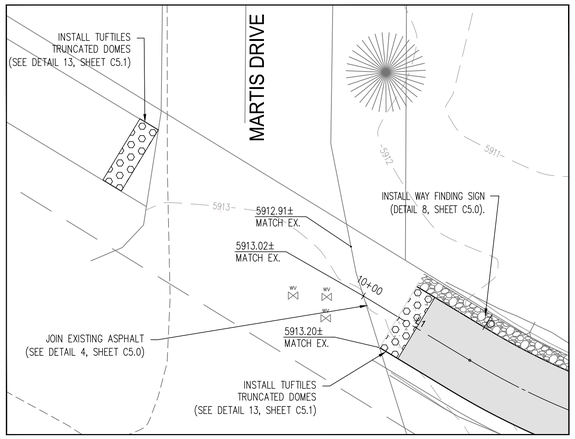
HOPE COURT TRAIL SITE PLAN

TOWN OF TRUCKEE CALIFORNIA

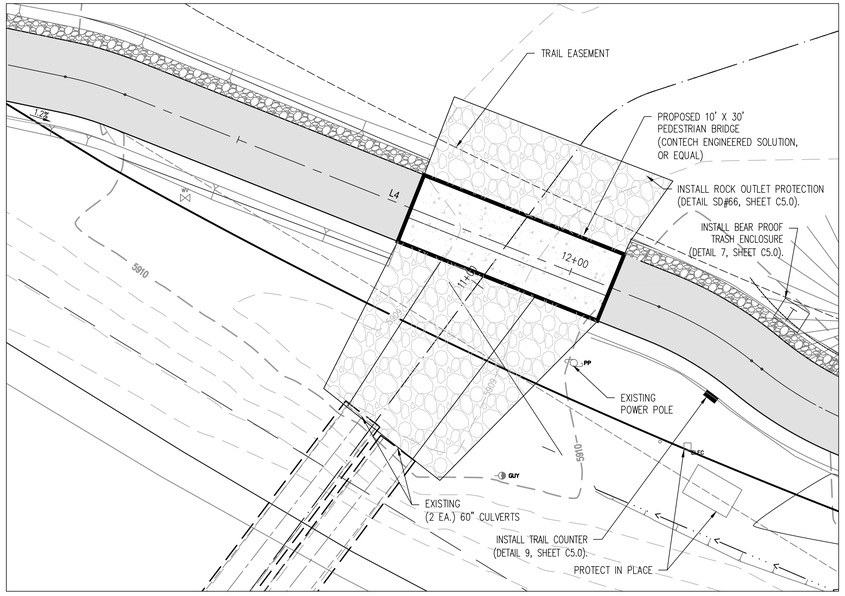
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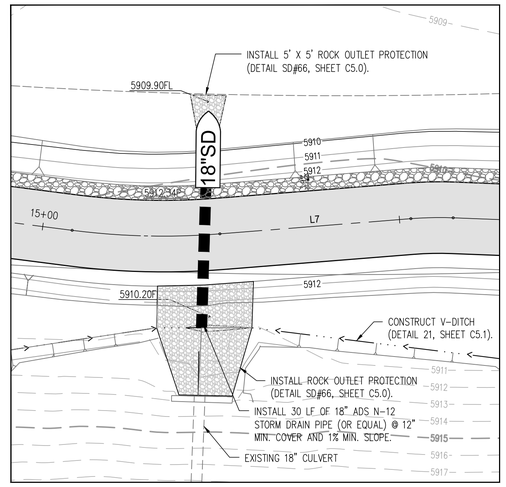
SHEET NUMBER
C3.1



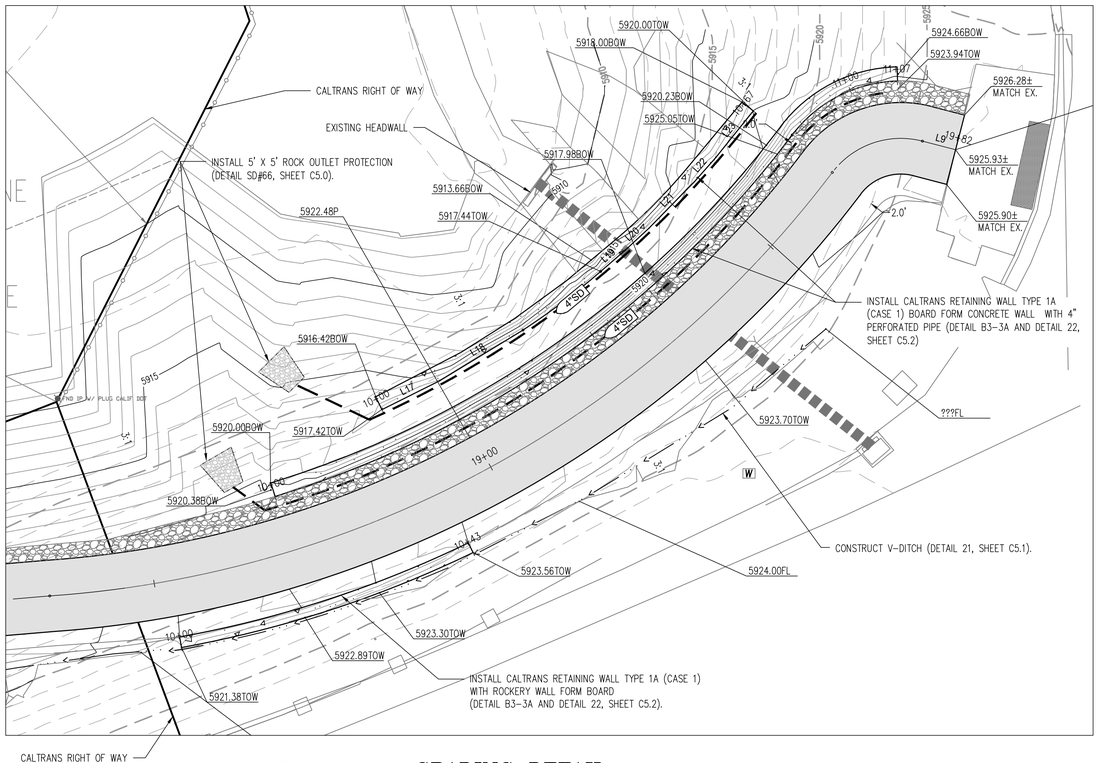
1 **GRADING DETAIL**
SCALE: 1"=10'



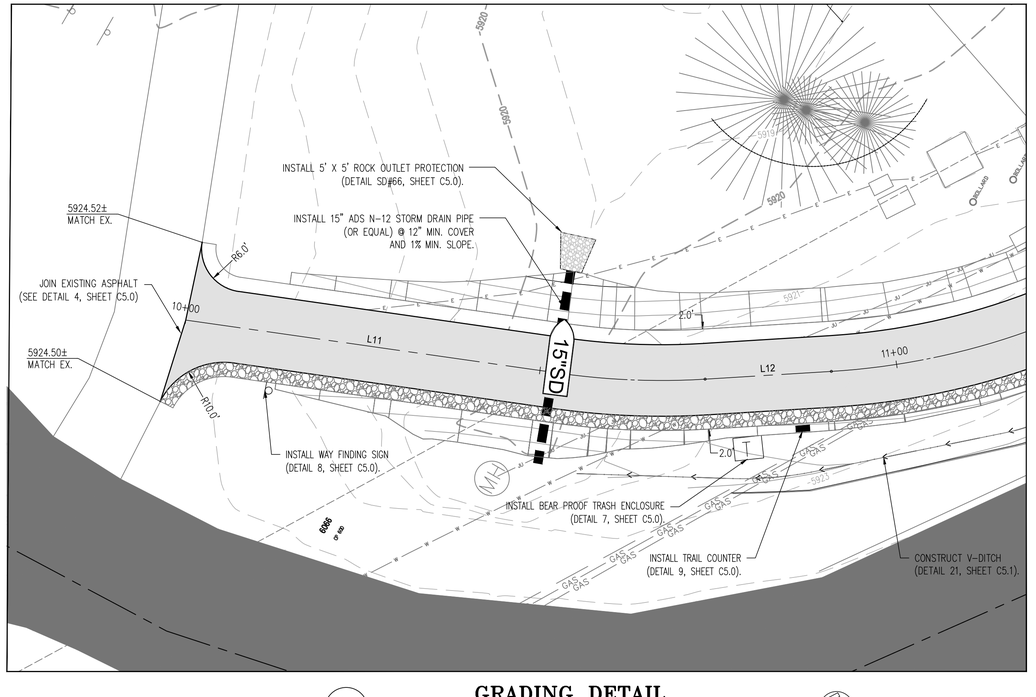
2 **GRADING DETAIL**
SCALE: 1"=10'



3 **GRADING DETAIL**
SCALE: 1"=10'



4 **GRADING DETAIL**
SCALE: 1"=10'



5 **GRADING DETAIL**
SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
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STATE OF CALIFORNIA
DATE SIGNED: 06/02/2022

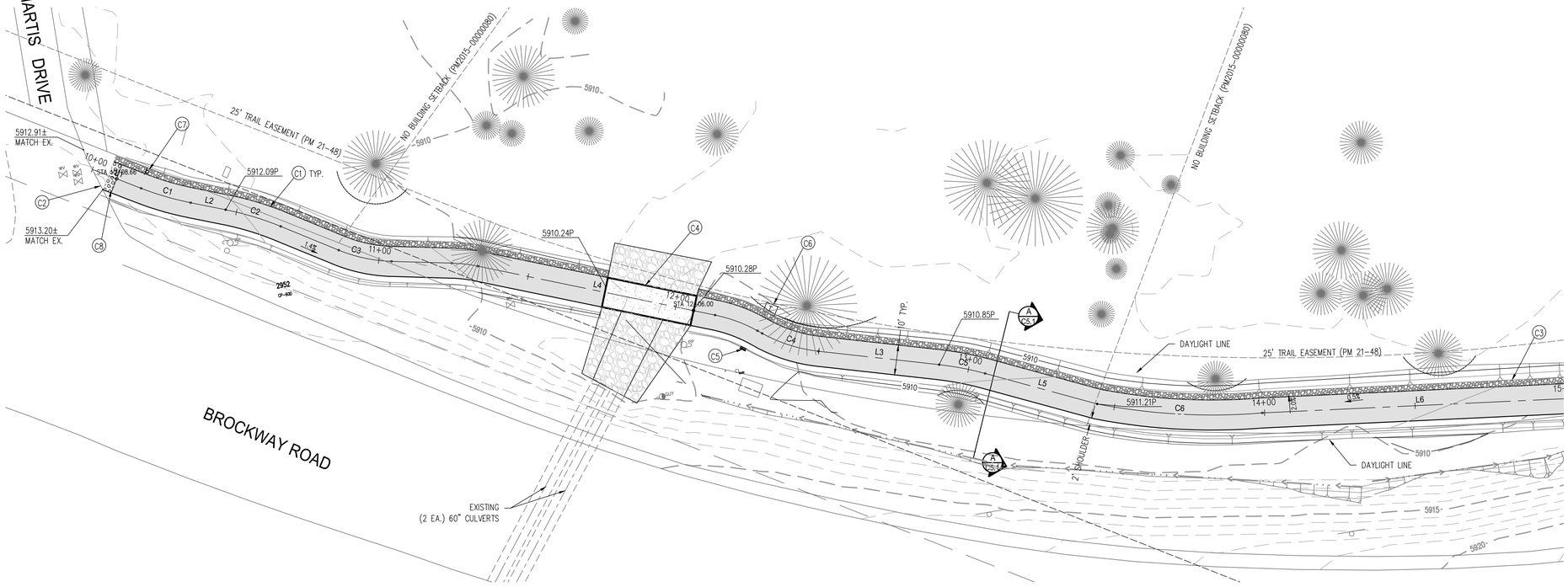
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
GRADING DETAILS
TOWN OF TRUCKEE
CALIFORNIA

REV.	DESCRIPTION	DATE

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SHEET NUMBER
C3.2



PLAN VIEW
BROCKWAY TRAIL, STA: 10+00 - 15+00

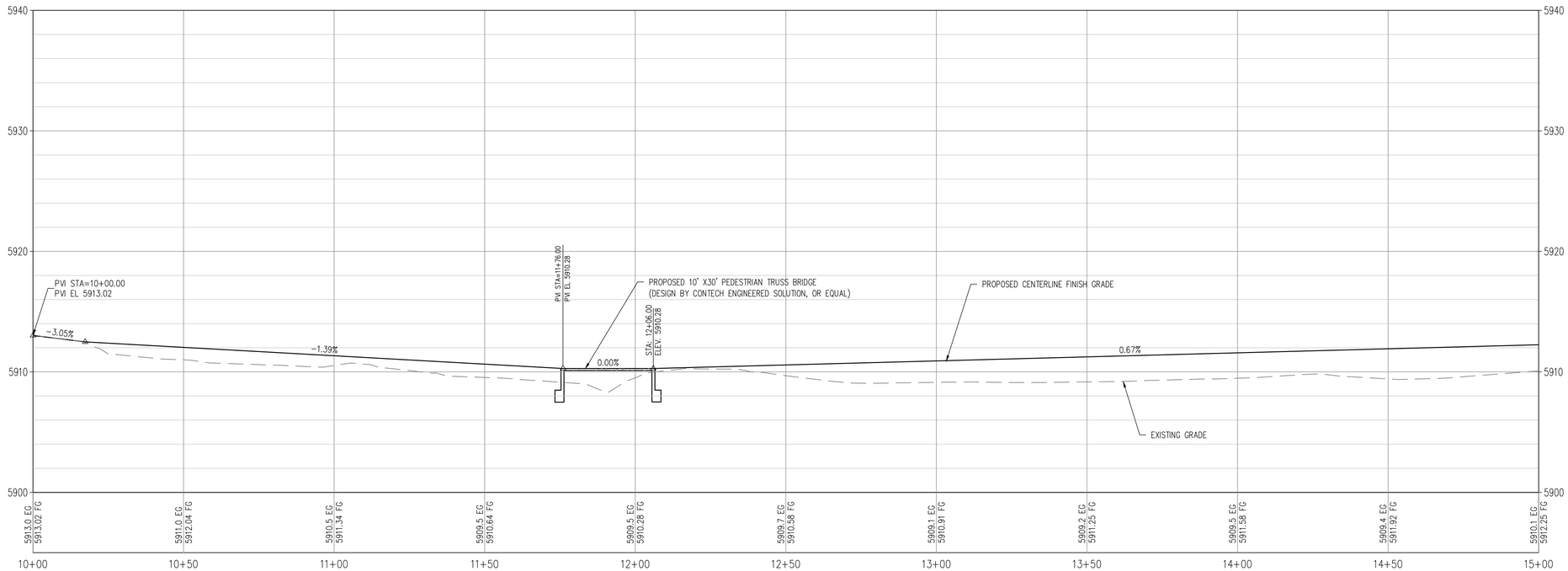
SCALE: 1" = 20'

LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED TRUNCATED DOMES
	EXISTING TREES TO REMAIN
	EXISTING FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	17.37'	S58° 50' 29.50"E
L2	11.83'	S68° 39' 27.29"E
L3	40.30'	S73° 38' 45.72"E
L4	80.30'	S68° 20' 04.10"E
L5	38.52'	S64° 44' 37.48"E
L6	104.88'	S82° 41' 46.89"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	17.13	100.00	9°48'58"
C2	19.12	100.00	10°57'16"
C3	18.00	50.00	20°37'19"
C4	19.67	50.00	22°32'29"
C5	15.54	100.00	8°54'08"
C6	55.05	200.00	15°46'10"



SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

CONSTRUCTION NOTES

C1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
C2 SAWCUT LINE– JOIN EX. ASPHALT (DETAIL 4, SHEET C5.0).
C3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
C4 INSTALL PEDESTRIAN TRUSS BRIDGE (DESIGN BY CONTECH ENGINEERED SOLUTION, OR EQUAL).
C5 INSTALL TRAIL COUNTER (DETAIL 9, SHEET C5.0).
C6 INSTALL BEAR PROOF TRASH ENCLOSURE (DETAIL 7, SHEET C5.0).
C7 INSTALL WAY FINDING SIGN (DETAIL 8, SHEET C5.0).
C8 INSTALL TUFTILE TRUNCATED DOMES, CAST IRON UNCOATED (DETAIL 13, SHEET C5.1).

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530.477.0176
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL

10001 SOARING WAY

BROCKWAY ROAD TRAIL PLAN AND PROFILE STA: 10+00 - 15+00

TOWN OF TRUCKEE CALIFORNIA

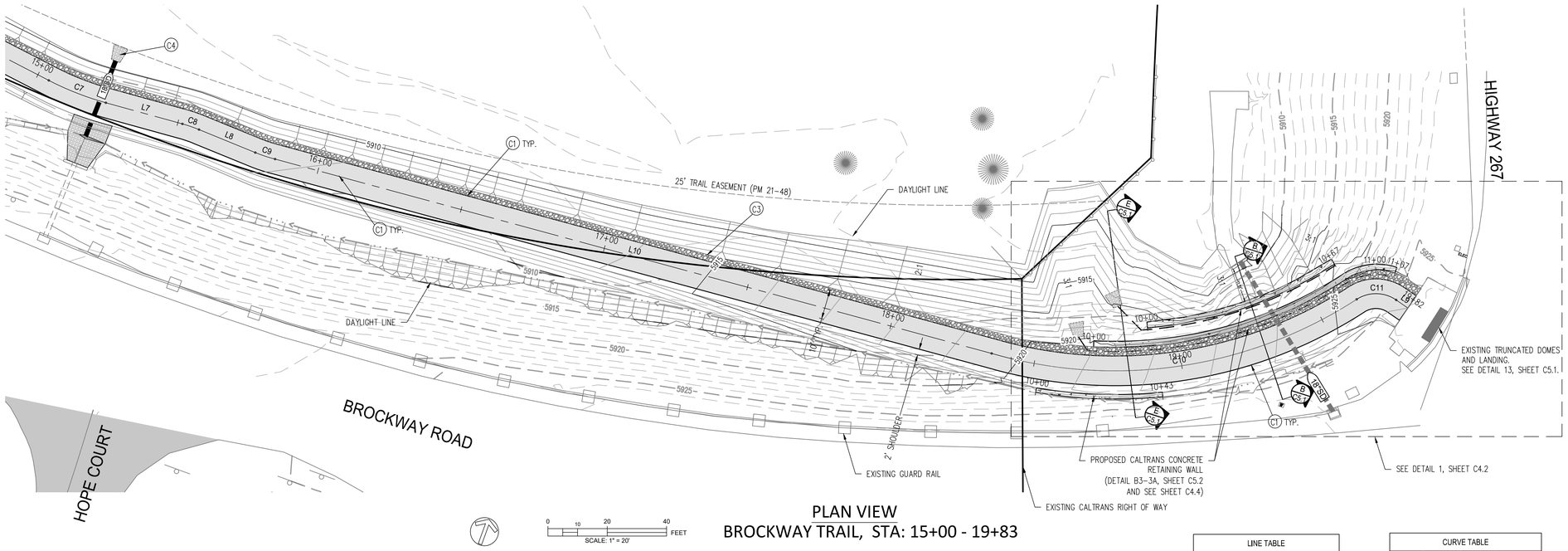
REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAY SHOT
No. C79918
CIVIL
STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

SHEET NUMBER
C4.0



PLAN VIEW
BROCKWAY TRAIL, STA: 15+00 - 19+83

0 10 20 40 FEET
SCALE: 1" = 20'

LEGEND

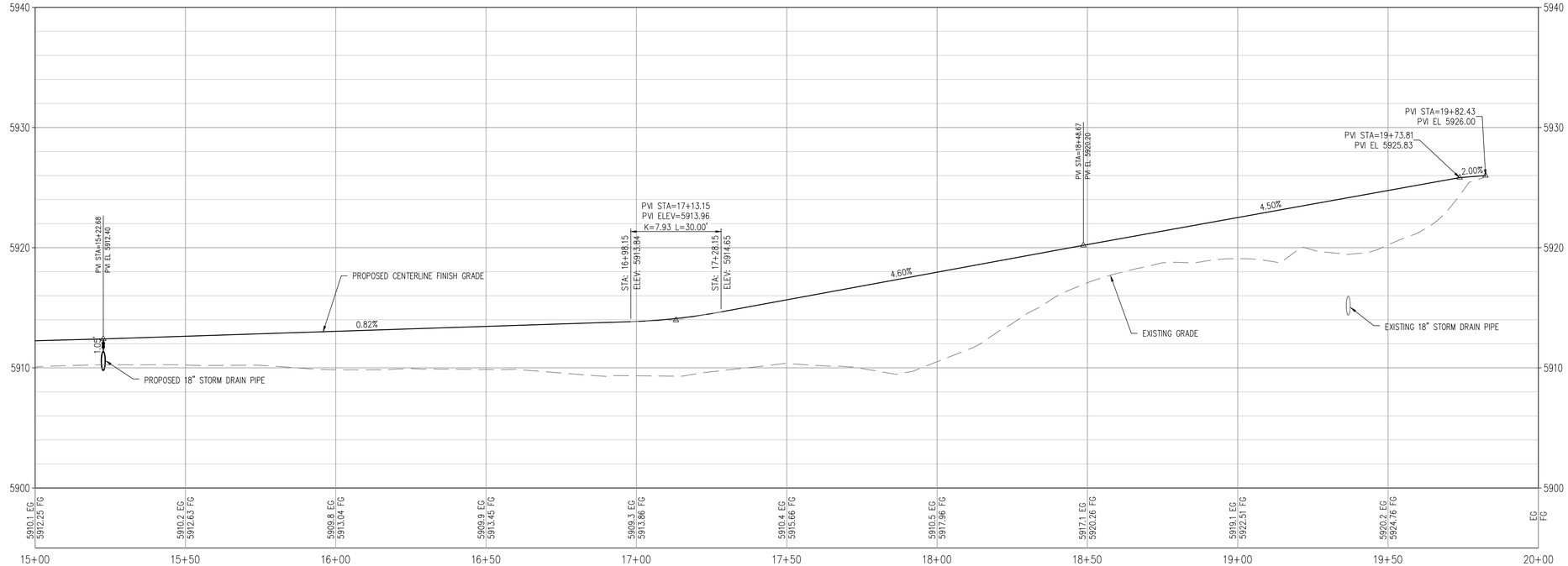
	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	EXISTING TREES TO REMAIN
12"SD	PROPOSED HDPE STORM DRAIN PIPE
	PROPOSED ROCKERY RETAINING WALL
	PROPOSED FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)

CONSTRUCTION NOTES

C1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, 12 AND 13, SHEET C5.1).
C2 SAWCUT LINE- JOIN EX. ASPHALT (DETAIL 4, SHEET C5.0).
C3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
C4 CONSTRUCT 30 LF OF 18" ADS N-12 STORM DRAIN PIPE (OR EQUAL) @ 12" MIN. COVER AND 1% MIN. SLOPE.

LINE TABLE		
LINE #	LENGTH	DIRECTION
L7	26.77'	N85° 26' 52.60"E
L8	20.49'	S87° 46' 47.67"E
L9	4.78'	S75° 25' 52.54"E
L10	250.27'	N85° 10' 03.59"E
L15	356.64'	S57° 45' 16.77"E
L16	90.73'	S44° 45' 25.73"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C7	20.69	100.00	11°51'21"
C10	128.21	150.00	48°58'28"
C11	14.13	12.00	67°28'54"
C8	5.91	50.00	6°46'20"
C9	7.02	50.00	8°03'00"



SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

REGISTERED PROFESSIONAL ENGINEER
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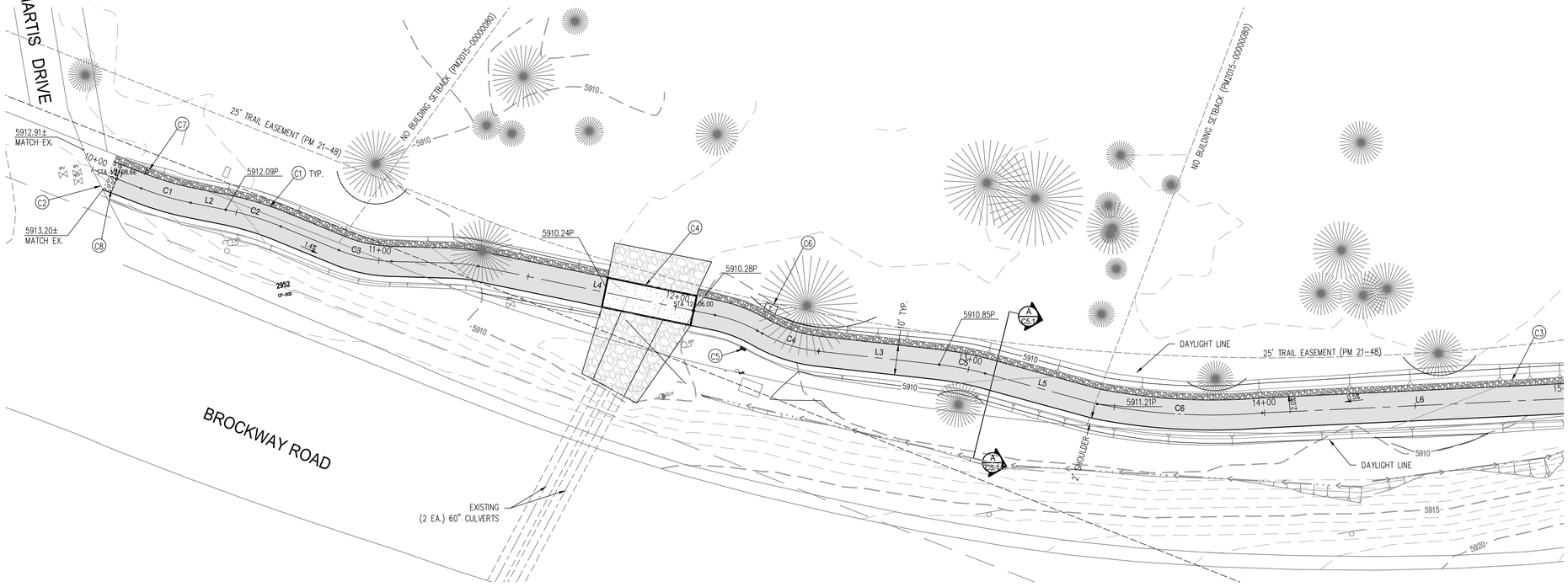
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411 Sutton Way, Suite 220
Grass Valley, CA 95945
530.477.1010
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
BROCKWAY ROAD TRAIL PLAN AND PROFILE STA: 15+00 - 19+83
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C4.1



PLAN VIEW
BROCKWAY TRAIL, STA: 10+00 - 15+00

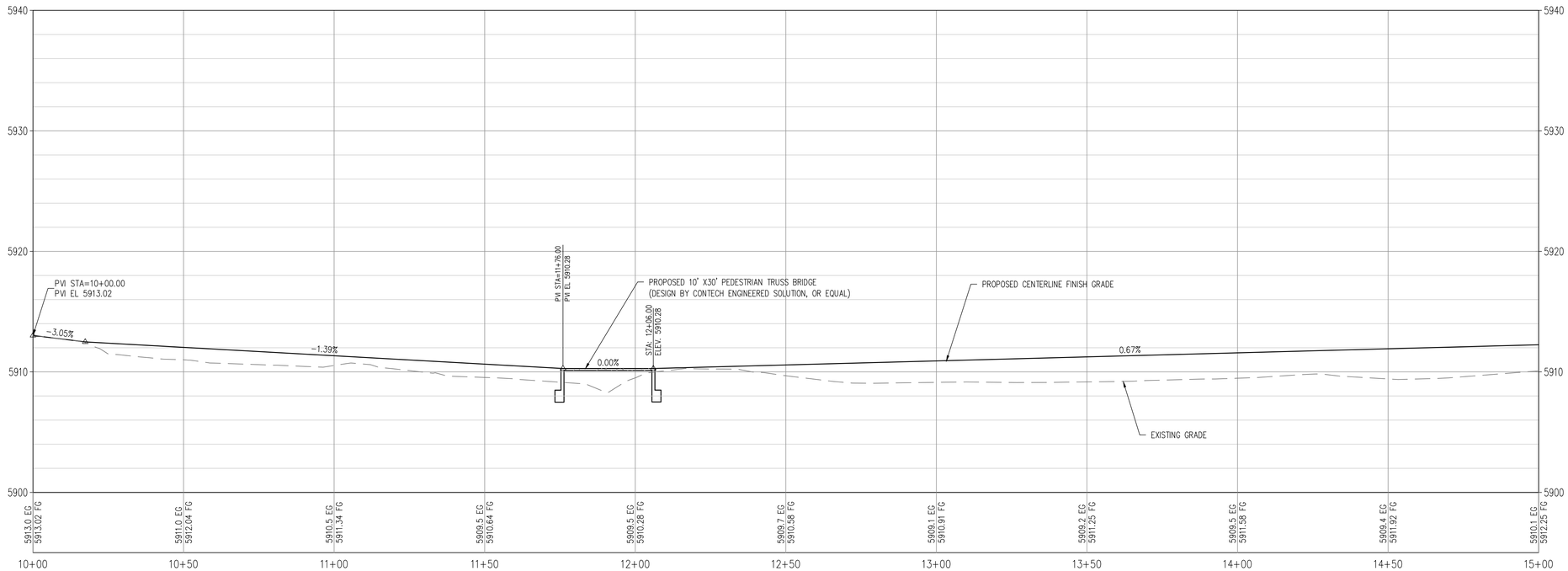
SCALE: 1" = 20'

LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED TRUNCATED DOMES
	EXISTING TREES TO REMAIN
	EXISTING FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	17.37'	S58° 50' 29.50"E
L2	11.83'	S68° 39' 27.29"E
L3	40.30'	S73° 38' 45.72"E
L4	80.30'	S68° 20' 04.10"E
L5	38.52'	S64° 44' 37.48"E
L6	104.88'	S82° 41' 46.89"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	17.13	100.00	9°48'58"
C2	19.12	100.00	10°57'16"
C3	18.00	50.00	20°37'19"
C4	19.67	50.00	22°32'29"
C5	15.54	100.00	8°54'08"
C6	55.05	200.00	15°46'10"



SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

CONSTRUCTION NOTES

C1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
C2 SAWCUT LINE– JOIN EX. ASPHALT (DETAIL 4, SHEET C5.0).
C3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
C4 INSTALL PEDESTRIAN TRUSS BRIDGE (DESIGN BY CONTECH ENGINEERED SOLUTION, OR EQUAL).
C5 INSTALL TRAIL COUNTER (DETAIL 9, SHEET C5.0).
C6 INSTALL BEAR PROOF TRASH ENCLOSURE (DETAIL 7, SHEET C5.0).
C7 INSTALL WAY FINDING SIGN (DETAIL 8, SHEET C5.0).
C8 INSTALL TUFTILE TRUNCATED DOMES, CAST IRON UNCOATED (DETAIL 13, SHEET C5.1).

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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL

10001 SOARING WAY

BROCKWAY ROAD TRAIL PLAN AND PROFILE STA: 10+00 - 15+00

TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

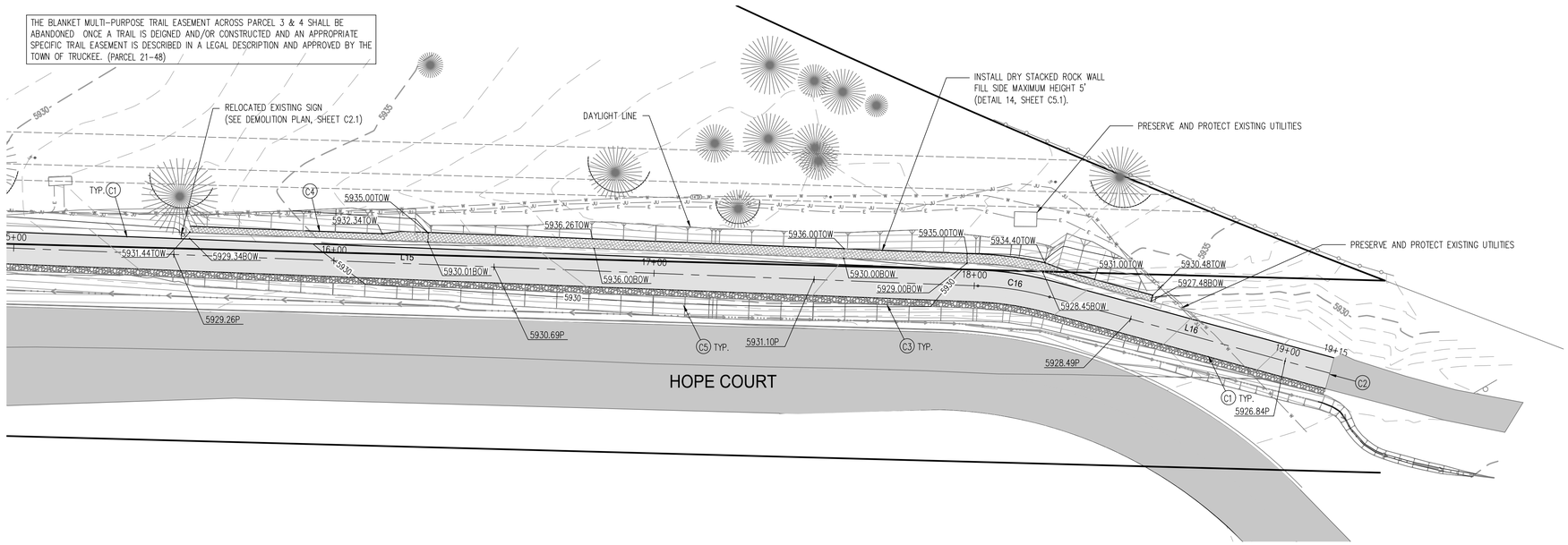
DESIGNED: MCL
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PROJ. NO: 19-0609
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REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAY SHOT
No. C79918
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DATE SIGNED: 06/02/2022

SHEET NUMBER
C4.0

THE BLANKET MULTI-PURPOSE TRAIL EASEMENT ACROSS PARCEL 3 & 4 SHALL BE ABANDONED ONCE A TRAIL IS DEIGNED AND/OR CONSTRUCTED AND AN APPROPRIATE SPECIFIC TRAIL EASEMENT IS DESCRIBED IN A LEGAL DESCRIPTION AND APPROVED BY THE TOWN OF TRUCKEE. (PARCEL 21-48)



PLAN VIEW
HOPE COURT, STA: 15+00 - 19+10

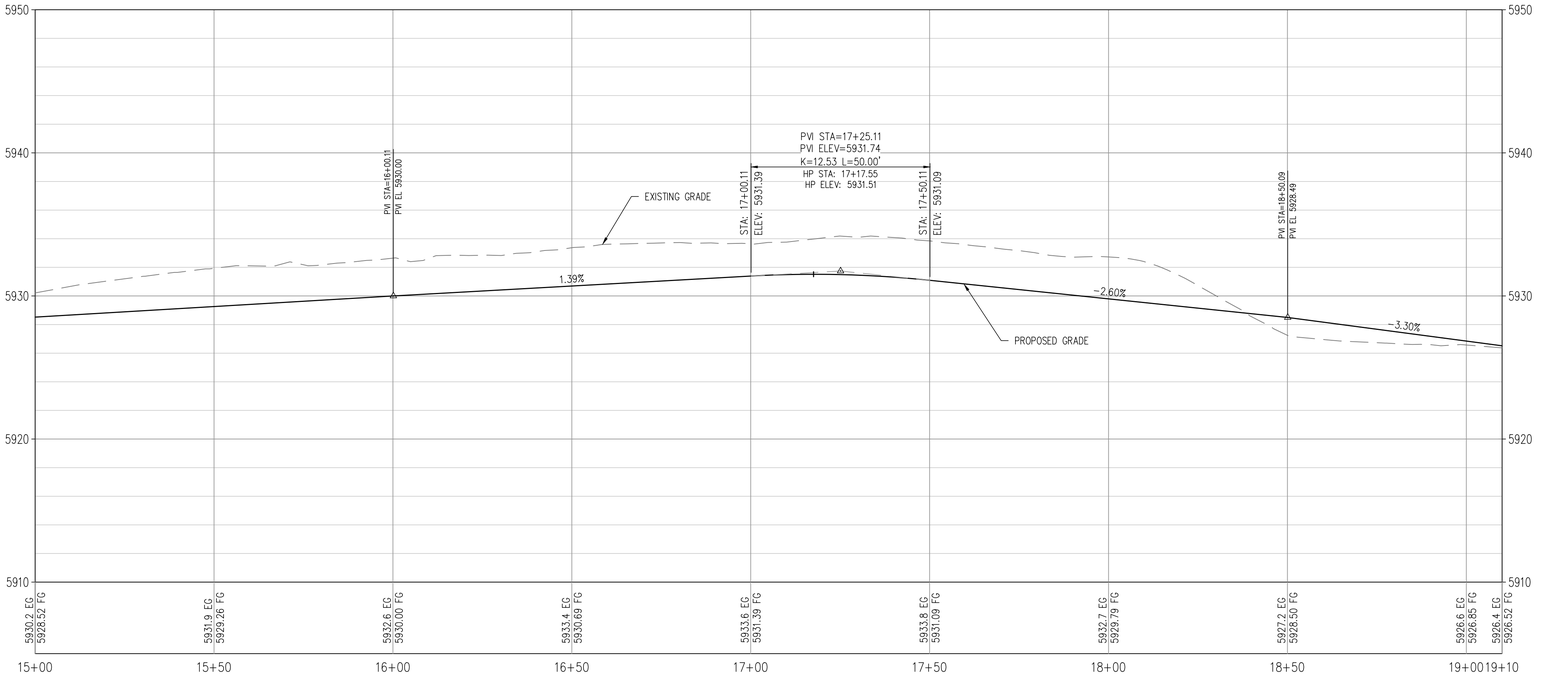
0 10 20 40 FEET
SCALE: 1" = 20'

LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	EXISTING TREES TO REMAIN
	PROPOSED ROCKERY RETAINING WALL
	PROPOSED FLOWLINE
	TREE PROTECTION FENCING (DETAIL 1, SHEET C5.0)

CONSTRUCTION NOTES

C1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
C2 SAWCUT LINE- JOIN EX. ASPHALT (DETAIL 4, SHEET C5.0).
C3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
C4 INSTALL DRY STACKED ROCK WALL ON CUT SIDE (DETAIL 14, SHEET C5.1).
C5 INSTALL V-DITCH (DETAIL 21, SHEET C5.1).



SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

LINE TABLE		
LINE #	LENGTH	DIRECTION
L15	356.64'	S57° 45' 16.77"E
L16	90.73'	S44° 45' 25.73"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C16	22.68	100.00	12°59'51"

REGISTERED PROFESSIONAL ENGINEER
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CIVIL
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DATE SIGNED: 06/02/2022

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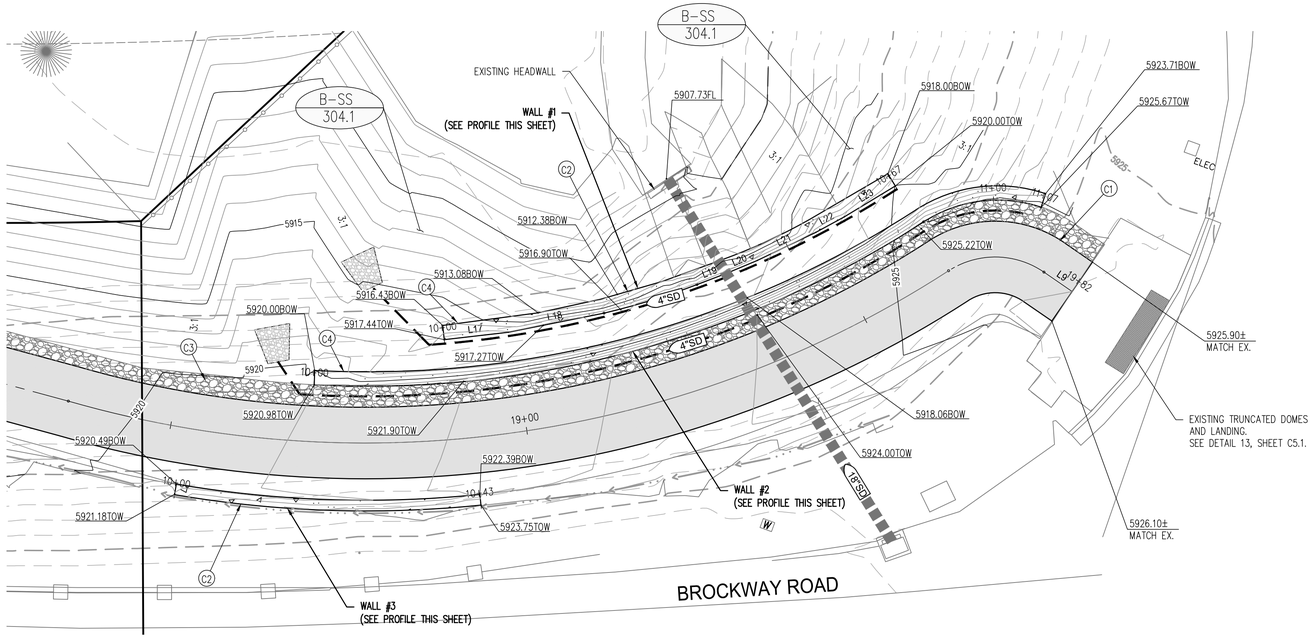
BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
HOPE COURT PLAN AND PROFILE STA: 15+00 - 19+10

TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C4.3



1 GRADING DETAIL

PLAN VIEW

WALL 1 , STA: 10+00 - 11+00
WALL 2 , STA: 10+00 - 11+50
WALL 3 , STA: 10+00 - 10+50

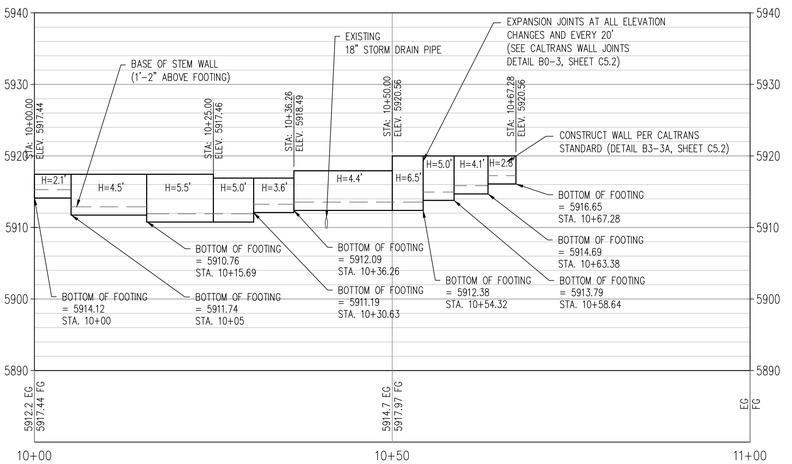
0 5 10 20 FEET
SCALE: 1" = 10'

WALL 1 CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C17	13.60	102.03	7°38'22"

WALL 1 LINE TABLE		
LINE #	LENGTH	DIRECTION
L17	9.02'	N63° 27' 33.07"E
L18	13.64'	N58° 40' 33.07"E
L19	4.53'	N49° 07' 10.97"E
L20	4.53'	N47° 12' 35.47"E
L21	9.06'	N44° 20' 42.23"E
L22	4.53'	N41° 28' 48.99"E
L23	8.35'	N38° 47' 12.04"E

LEGEND

	PROPERTY LINE
	PROPOSED ASPHALT PAVEMENT
	EXISTING TREES TO REMAIN
12"SD	PROPOSED HDPE STORM DRAIN PIPE
	PROPOSED ROCKERY RETAINING WALL
	PROPOSED FLOWLINE
B-SS 304.1	SIDE SLOPE HDM STANDARD NOT MET



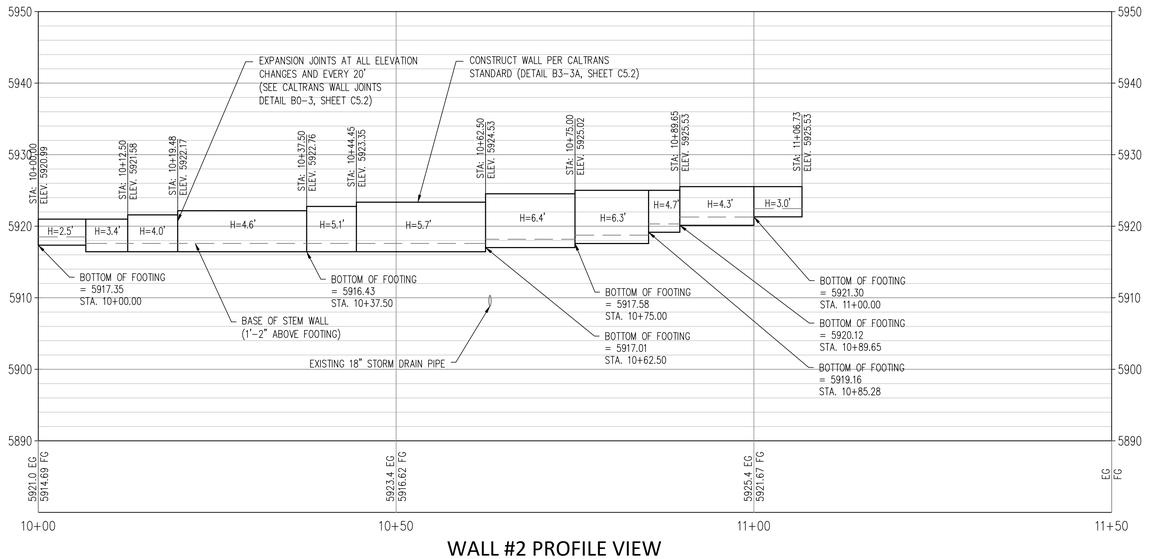
WALL #1 PROFILE VIEW

SCALE: 1" = 10 HORIZ.
1" = 10' VERT.

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C18	89.65	143.01	35°55'03"
C19	17.09	18.97	51°37'13"

CONSTRUCTION NOTES

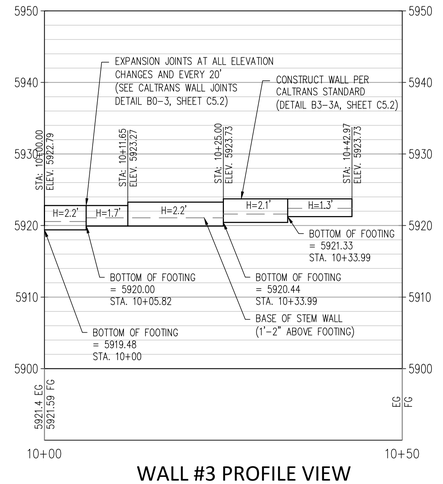
C1 CONSTRUCT 10' CLASS I BIKE PATH WITH 2' SHOULDERS (DETAIL 11, SHEET C5.1).
C2 INSTALL CALTRANS RETAINING WALL TYPE 1A (CASE 1) WITH BOARD FORM TREATMENT WITH 4" PERFORATED PIPE (DETAIL B3-3A AND DETAIL 22, SHEET C5.2).
C3 CONSTRUCT INFILTRATION TRENCH (DETAIL 16, SHEET C5.1).
C4 INSTALL 4" PERFORATED PVC PIPE
C5 INSTALL ROCK OUTLET PROTECTION (DETAIL SD#66, SHT C5.0)



WALL #2 PROFILE VIEW

SCALE: 1" = 10 HORIZ.
1" = 10' VERT.

WALL 3 CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C25	42.98	158.50	15°32'09"



WALL #3 PROFILE VIEW

SCALE: 1" = 10 HORIZ.
1" = 10' VERT.

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAUGHOT
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STATE OF CALIFORNIA
DATE SIGNED: 06/02/2022

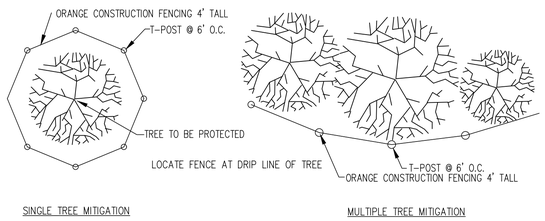
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411 Station Way, Suite 210
Grass Valley, CA 95945
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
WALL PLAN AND PROFILES
TOWN OF TRUCKEE CALIFORNIA

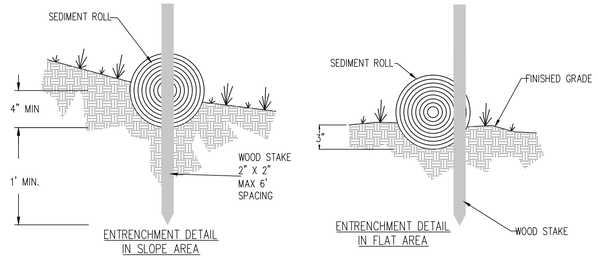
REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
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DWG: SEE DAYSTAMP
DATE: JUNE, 2022

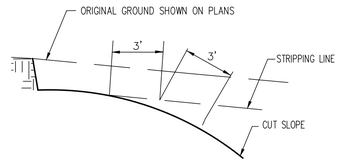
SHEET NUMBER
C4.4



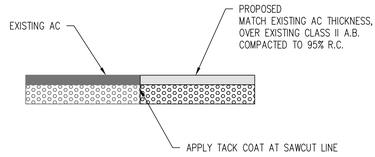
1 TREE MITIGATION DETAIL
NTS



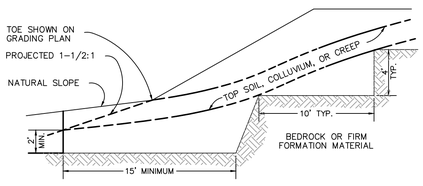
2 FIBER ROLL DETAIL
NTS



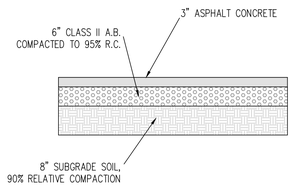
3 SLOPE ROUNDING DETAIL
NTS



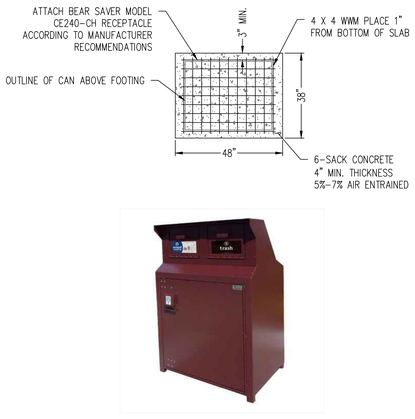
4 JOIN EXISTING ASPHALT
NTS



5 BENCH DETAIL FOR FILL
NTS

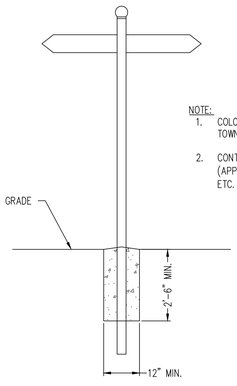


6 TYPICAL PAVEMENT SECTION
NTS



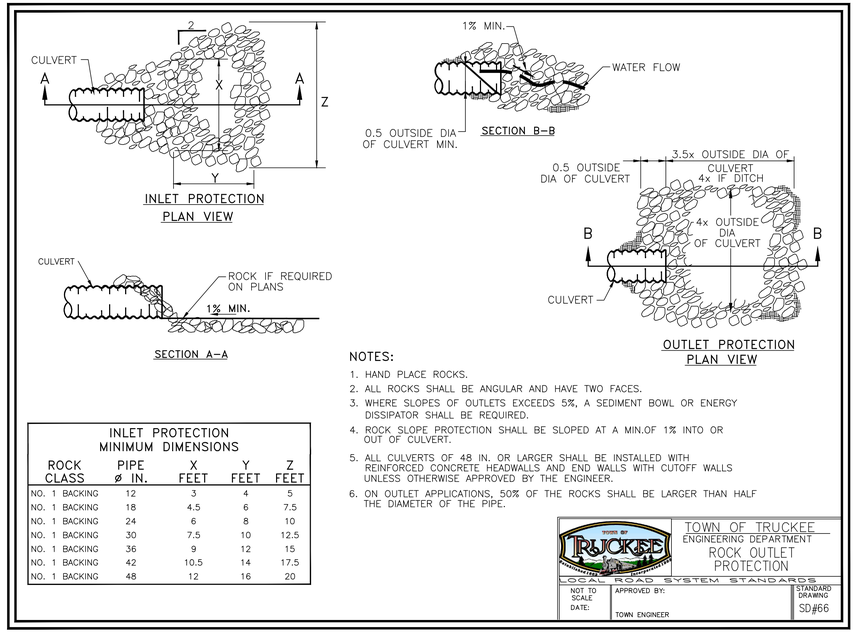
NOTE:
BEAR PROOF TRASH ENCLOSURE TO BE BEAR SAVER BRAND CE SERIES DOUBLE TRASH/RECYCLING ENCLOSURE, ITEM #CE240-CH, "TRASH/RECYCLE" LABEL, FOREST BROWN COLOR.

7 BEAR PROOF TRASH ENCLOSURE
NTS



NOTE:
1. COLOR-BROWN POWDER COAT TO MATCH EXISTING TOWN TRAIL WAY FINDING SIGNS.
2. CONTRACTOR TO SUPPLY AND INSTALL SIGN. (APPROVAL OF SIGN LANGUAGE, COLOR, FONT STYLE, ETC. BY TOWN PRIOR TO ORDERING AND INSTALLING).

8 WAY FINDING SIGN DETAIL
NTS

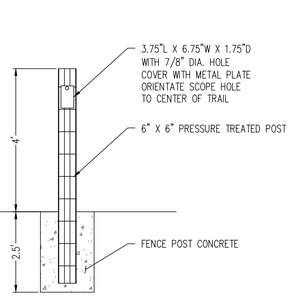


INLET PROTECTION MINIMUM DIMENSIONS

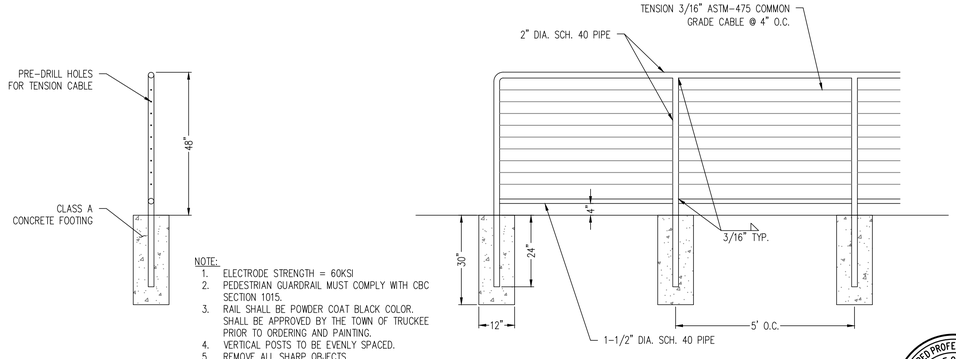
ROCK CLASS	PIPE ø IN.	X FEET	Y FEET	Z FEET
NO. 1 BACKING	12	3	4	5
NO. 1 BACKING	18	4.5	6	7.5
NO. 1 BACKING	24	6	8	10
NO. 1 BACKING	30	7.5	10	12.5
NO. 1 BACKING	36	9	12	15
NO. 1 BACKING	42	10.5	14	17.5
NO. 1 BACKING	48	12	16	20

NOTES:
1. HAND PLACE ROCKS.
2. ALL ROCKS SHALL BE ANGULAR AND HAVE TWO FACES.
3. WHERE SLOPES OF OUTLETS EXCEEDS 5%, A SEDIMENT BOWL OR ENERGY DISSIPATOR SHALL BE REQUIRED.
4. ROCK SLOPE PROTECTION SHALL BE SLOPED AT A MIN.OF 1% INTO OR OUT OF CULVERT.
5. ALL CULVERTS OF 48 IN. OR LARGER SHALL BE INSTALLED WITH REINFORCED CONCRETE HEADWALLS AND END WALLS WITH CUTOFF WALLS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. ON OUTLET APPLICATIONS, 50% OF THE ROCKS SHALL BE LARGER THAN HALF THE DIAMETER OF THE PIPE.

TOWN OF TRUCKEE
ENGINEERING DEPARTMENT
ROCK OUTLET PROTECTION
LOCAL ROAD SYSTEM STANDARDS
NOT TO SCALE
DATE:
APPROVED BY:
TOWN ENGINEER
STANDARD DRAWING SD#66



9 TRAIL COUNTER POST DETAIL
NTS



NOTE:
1. ELECTRODE STRENGTH = 60KSI
2. PEDESTRIAN GUARDRAIL MUST COMPLY WITH CBC SECTION 1015.
3. RAIL SHALL BE POWDER COAT BLACK COLOR. SHALL BE APPROVED BY THE TOWN OF TRUCKEE PRIOR TO ORDERING AND PAINTING.
4. VERTICAL POSTS TO BE EVENLY SPACED.
5. REMOVE ALL SHARP OBJECTS.

10 PEDESTRIAN GUARDRAIL DETAIL
NTS

REGISTERED PROFESSIONAL ENGINEER
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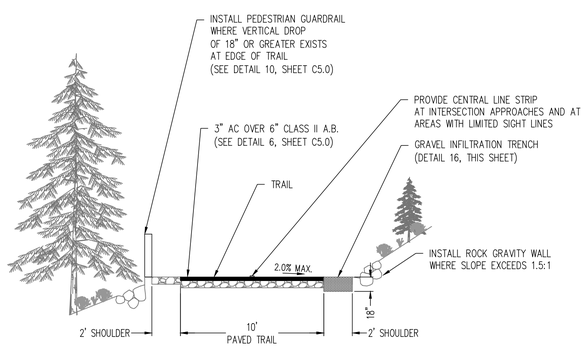
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BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
GENERAL DETAILS
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

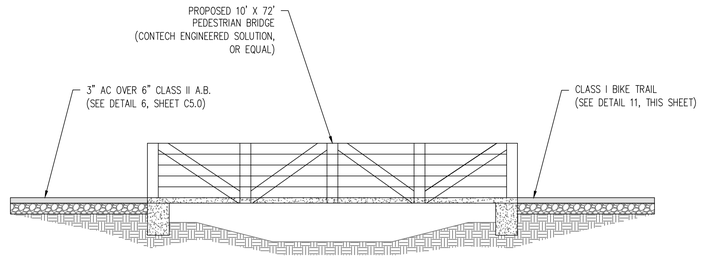
DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DATSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C5.0



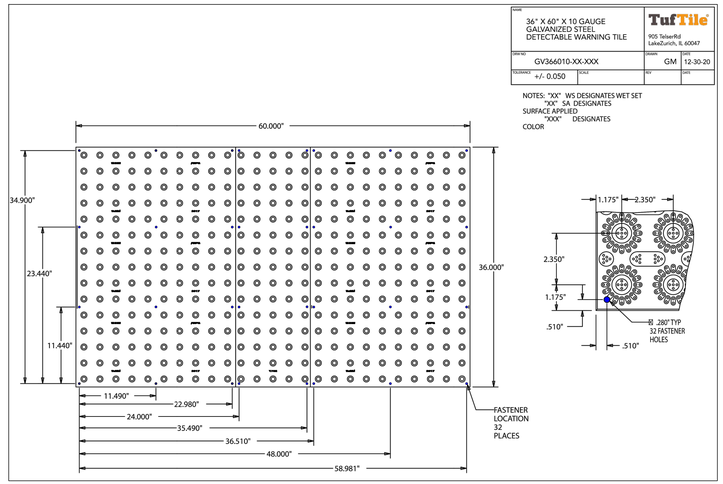
11 PAVED CLASS I BIKE TRAIL DETAIL

NTS



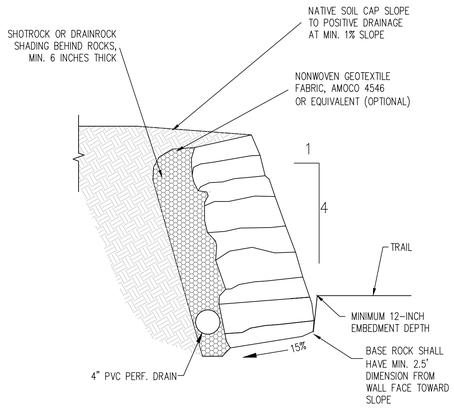
12 PEDESTRIAN BRIDGE ROCK OUTLET PROTECTION DETAIL

NTS



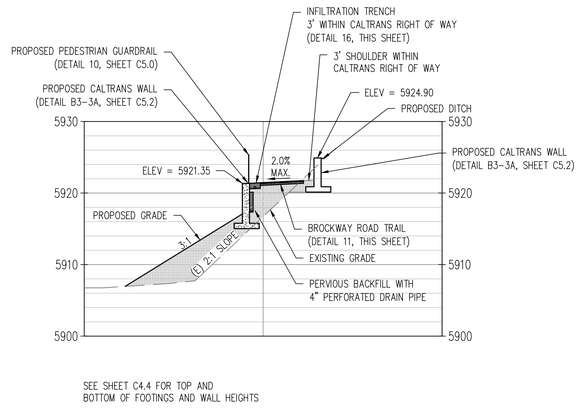
13 TRUNCATED DOME DETAIL

NTS



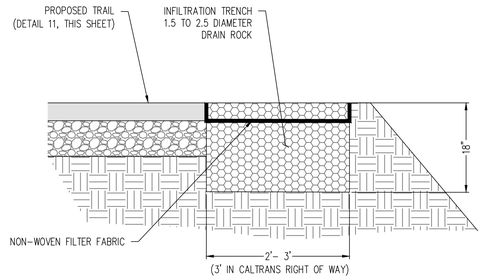
14 DRY STACKED WALL CUT SIDE

NTS



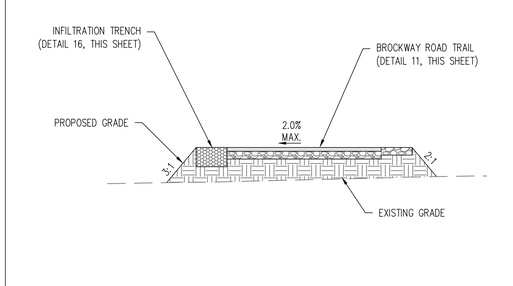
15 BROCKWAY ROAD CROSS-SECTION E-E

SCALE: 1" = 20'



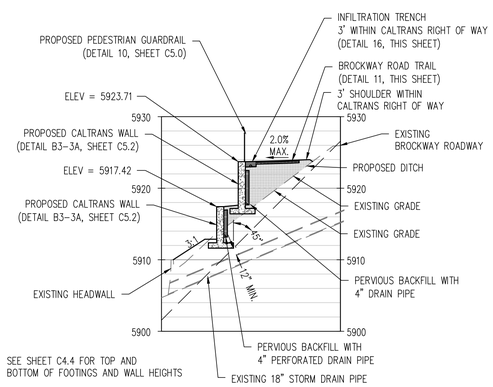
16 INFILTRATION TRENCH DETAIL

NTS



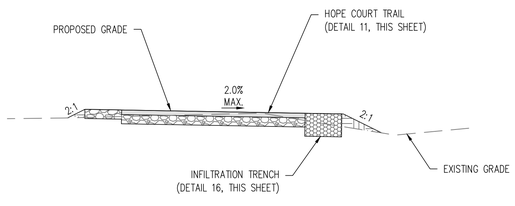
17 BROCKWAY ROAD CROSS-SECTION A-A

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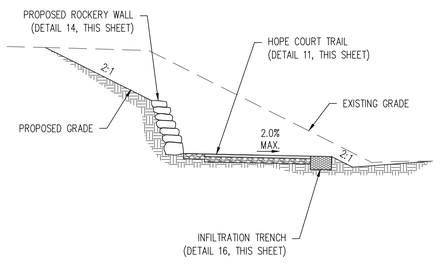
18 BROCKWAY ROAD CROSS-SECTION B-B

SCALE: 1" = 20'



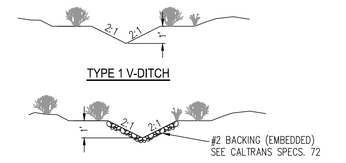
19 HOPE COURT CROSS-SECTION C-C

NTS



20 HOPE COURT CROSS-SECTION D-D

NTS



21 V-DITCH

NTS

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
C/V/L
STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

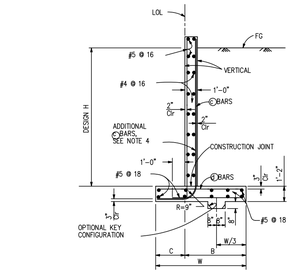
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411 Station Way, Suite 210
Grass Valley, CA 95945
www.millenniumpe.com

BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
TRAIL CROSS-SECTION DETAILS
TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

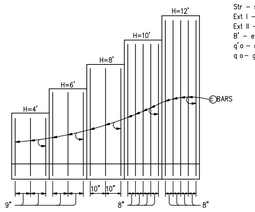
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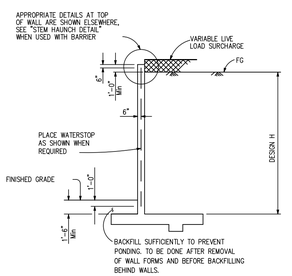


SPREAD FOOTING SECTION

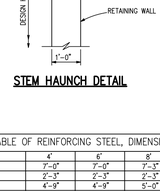
PLACE CONCRETE IN TOE AGAINST UNDISTURBED MATERIAL, EXCEPT AS PERMITTED BY THE ENGINEER.



ELEVATION



DESIGN SECTION



STEM HAUNCH DETAIL

TABLE OF REINFORCING STEEL, DIMENSIONS AND DATA					
DESIGN H	4'	6'	8'	10'	12'
W	7'-0"	7'-0"	7'-3"	7'-5"	8'-2"
C	2'-3"	2'-3"	2'-3"	2'-5"	2'-7"
B	4'-9"	4'-9"	5'-0"	5'-0"	5'-7"
℄ BARS	#6 @ 9	#6 @ 9	#7 @ 10	#7 @ 8	#7 @ 8
℄ BARS	#5 @ 9	#5 @ 9	#6 @ 10	#7 @ 8	#7 @ 8
Ser: B', q_a o	6.7, 0.8	6.7, 1.0	6.3, 1.3	5.8, 1.6	6.2, 1.9
Str: B', q_a o	6.6, 1.6	5.2, 1.7	3.7, 2.2	2.8, 3.3	3.0, 3.9
Ext I: B', q_a o	5.6, 0.9	4.8, 1.4	4.1, 2.0	3.1, 3.2	2.7, 4.5
Ext II: B', q_a o	2.8, 1.9	2.7, 2.5	2.8, 3.0	2.6, 3.7	3.4, 3.6

SYMBOLS:

Ser – service limit state I
Str – strength limit state I
Ext I – extreme event limit state I
Ext II – extreme event limit state II
B' – effective footing width (ft)
q_a – net bearing stress (ksf), OG assumed to be FG at toe
q_o – gross uniform bearing stress (ksf)

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DESIGN CONDITIONS:

Design H may be exceeded by 6" before going to the next size. Special footing design is required where foundation material is incapable of supporting bearing stress listed in the table.

DESIGN NOTES:

DESIGN: AASHTO LRFD Bridge Design Specifications, 4th Edition with California Amendments

LS: Varied surcharge on level ground surface

DC: Stem Architectural Treatment of thickness up to 6" of concrete (75 psf) considered

CT: 54 kip transverse force applied at He = 32", distributed over 10 feet at the top of wall and 1 : 1 distribution down and outward. Distribution below footing taken no less than 40'.

SEISMIC: $k_h = 0.2$, $k_v = 0.0$

SOIL: $\phi = 34°$, $\gamma = 120$ pcf

REINFORCED CONCRETE: $f'c = 3{,}600$ psi, $fy = 60{,}000$ psi

LOAD COMBINATIONS AND LIMIT STATES:

Service I	Q = 1.00DC+1.00EV+1.00EH+1.00LS
Strength I	Q = αDC+βEV+γEH+1.75LS
Extreme I	Q = 1.00DC+1.00EV+1.00EH+1.00EQD+1.00EQE
Extreme II	Q = 1.00DC+1.00EV+1.00EH+1.00CT

Where:

Q:	Force Effects
α:	1.25 or 0.90, Whichever Controls Design
β:	1.35 or 1.00, Whichever Controls Design
γ:	1.50 or 0.90, Whichever Controls Design
DC:	Dead Load of Structure Components
EH:	Horizontal Earth Fill Pressure
EV:	Vertical Earth Pressure from Earth Fill Weight
LS:	Live Load Surcharge
EQE:	Seismic Earth Pressure
EQD:	Soil and Structural and Nonstructural Components Inertia
CT:	Vehicular Collision Force

NOTES:

1. For details not shown and drainage notes see
2. For wall stem joint details see B0-3 3-3 and B0-3 3-4 (B3-5)
3. At ℄ bars:
   H < 6', no splices are allowed within 1'-8" above the top of footing.
   H > 6', no splices are allowed within H/4 above the top of footing.
4. Provide #6 @ 8" ℄ bars in addition to tabulated ℄ bars over a distance of 8'-0" measured from all expansion joints, begin wall and end wall location.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

RETAINING WALL TYPE 1A (CASE 1)

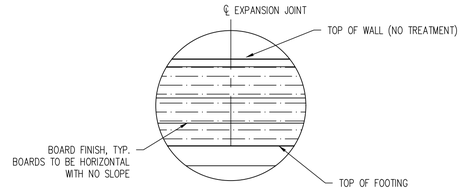
NO SCALE

B3-3A

1-29-18

2018 STANDARD PLAN B3-3A

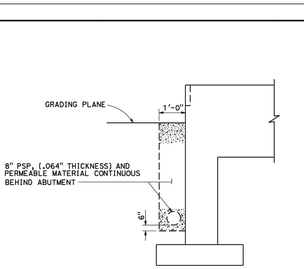
331



NOTES:
1. BOARD FINISH SHALL BE ACCOMPLISHED BY USING 2X4 OR 2X6 TIMBER BOARDS. SEE PLANS FOR LOCATION.

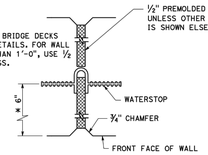
22 BOARD FORM CONCRETE WALL– TYPICAL SURFACE TREATMENT

NTS

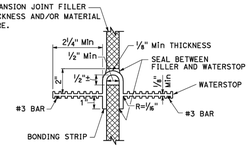


BRIDGE DETAIL 3-5
8" PSP AND PERMEABLE MATERIAL

* FOR PLACEMENT IN BRIDGE DECKS SEE JOINT SEAL DETAILS. FOR WALL THICKNESS LESS THAN 1'-0", USE ½ THE WALL THICKNESS.



BRIDGE DETAIL 3-4
WALL EXPANSION JOINT

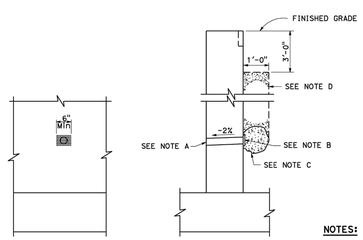


BRIDGE DETAIL 3-6
WATERSTOP

NOTES:

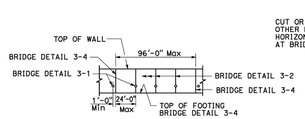
Holes will be permitted in the outer ½" of the web for wire, rings, etc. Tie web to #3 reinforcing bars @ 12 maximum intervals to support the waterstop in proper position during concrete placement. Alternative detail may be submitted for approval of the Engineer.

Waterstop to have 5 or more pairs of raised ribs to provide 0.1 square inches minimum rib cross-section area on each half of the waterstop.

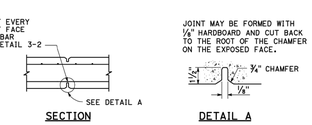


ELEVATION SECTION

BRIDGE DETAIL 3-1
WEEP HOLE AND PERVIOUS BACKFILL



BRIDGE DETAIL 3-3
WALL EXPANSION JOINTS AND WEAKENED PLANES



SECTION DETAIL A

BRIDGE DETAIL 3-2
WEAKENED PLANES

NOTES:

A. 4" ø Drains @ 25'-0" maximum center to center, 9'-0" center to center for Type 3 and 9'-3" center to center for Type 4 retaining walls. For walls adjacent to sidewalks or curbs, provide 4" plastic pipe under the sidewalk to discharge thru curb face. Exposed wall drains shall be located 3'± above finished grade.

B. 6" square aluminum or galvanized steel wire ½" mesh hardware cloth, minimum wire diameter 0.025". Anchor firmly to backface.

C. One cubic foot pervious backfill material in a nonwoven filter fabric, securely tied.

D. Pervious backfill material continuous behind retaining wall or abutment.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BRIDGE DETAILS

NO SCALE

B0-3

6-10-09

2010 STANDARD PLAN B0-3

264

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

Gary Wong
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

Gary Wong
No. C58288
Exp. 9-30-12
CIVIL
STATE OF CALIFORNIA

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PLANNING & ENGINEERING
411 Station Way, Suite 210
Grass Valley, CA 95945
www.millenniumpe.com

BROCKWAY ROAD TRAIL AND HOPE COURT TRAIL
10001 SOARING WAY
WALL DETAILS

TOWN OF TRUCKEE CALIFORNIA

REV.	DESCRIPTION	DATE

DESIGNED: MCL
DRAWN: DEC
PROJ. NO: 19-0609
DWG: SEE DAYSTAMP
DATE: JUNE, 2022

SHEET NUMBER
C5.2

REGISTERED PROFESSIONAL ENGINEER
MICHELLE C. LAYSHOT
No. C79918
CIVIL
STATE OF CALIFORNIA

DATE SIGNED: 06/02/2022

RESOLUTION 2022-12
EXHIBIT B

APPLICATION 2021-00000097/DP-PD AMD-UP-ZC
SOARING RANCH PHASE 3

CONDITIONS OF APPROVAL

General Conditions of Approval

1. A Development Permit, Planned Development Amendment, Use Permit and Zoning Clearance are hereby approved to modify the previous land use approvals for the Soaring Ranch project within the Joerger Ranch Specific Plan Area and approve Soaring Ranch Phase 3, a mixed-use development with 7,834 sq. ft. of retail floor area and 109 multifamily residential units (91 market-rate units and 18 affordable housing units) in the CR (Regional Commercial) zoning district (10701 Soaring way; APN 019-620-067-000), as shown on the approved plans on file in the Community Development Department, except as modified by the these conditions of approval. ***(Planning Division Recommendation)***

2. The applicant is responsible for complying with all conditions of approval and providing evidence to the Community Development Director of compliance with the conditions. A meeting with the Planning and Engineering Divisions is required prior to submittal of a grading or building permit application to review the conditions of approval and identify any changes in the project from the approved plan set. The applicant shall pay the hourly rate of staff time for this meeting and review of any proposed changes. An Administrative Review fee based on three hours of staff time (currently $168 for the Planning Division and $181 for the Engineering Division) shall be submitted as an initial deposit prior to scheduling the meeting. The staff time rates shall be based on the current Town of Truckee fee schedule in effect at the time the meeting is scheduled. ***(Planning Division Recommendation)***

3. A matrix or letter shall be submitted as part of any grading or building permit application indicating how each condition has been met. Review of building permits will not commence until an itemized list of conditions of approval and status is provided. As part of the matrix or letter, the applicant shall identify any changes made to the approved plan set design. ***(Planning Division Recommendation)***

4. The effective date of approval shall be Monday, August 29, 2022, unless the approval is appealed to the Town Council by 5:00 p.m. on August 26, 2022. In accordance with Development Code Section 18.84.050, the Development Permit, Planned Development Amendment and Zoning Clearance shall be exercised within two (2) years of the effective date of approval, and the project shall be completed within four (4) years after the effective date of approval. Otherwise the approval shall become null and void unless an extension of time is granted by the Planning Commission, in compliance with Section 18.84.055 (Time Extensions) ***(Planning Division Recommendation)***

5. The rights granted under this Use Permit shall commence within two years from the effective date (by no later than August 29, 2024). At the end of that time, if such rights have not been exercised, the approval shall become null and void. ***(Planning Division Recommendation)***

6. The Community Development Director may authorize minor alterations to the approved plans and conditions of approval in accordance with Development Code Section 18.84.070.B.1 only if the Community Development Director finds such changes and alterations to be in substantial compliance with the approved project. For minor project modifications and design elements not addressed by the Planning Commission in their design approval of the project, the Community Development Director may impose additional requirements on the site to ensure consistency with the Town Design Guidelines and Truckee Development Code. Major changes and alterations to the approved plans and conditions of approval shall be reviewed and approved by the Planning Commission in accordance with Development Code Section 18.84.070.B.2. ***(Planning Division Recommendation***

7. Except as modified by these conditions of approval, the project shall comply with all applicable provisions and standards of the Joerger Ranch Specific Plan (effective date March 24, 2015) and the Truckee Development Code (effect date January 7, 2021). ***(Planning Division Recommendation***

8. Any fees due to the Town of Truckee for processing this project shall be paid to the Town within thirty (30) calendar days of issuance of a final invoice. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted by this action. No permits, site work, or other actions authorized by this determination shall be permitted, authorized, or commenced until all outstanding fees are paid to the Town. ***(Planning Division Recommendation***

9. The applicant shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town to attack, set aside, void, or annul the approval of the Town Council, which action is brought within the time period provided for by State law. ***(Planning Division, Town Attorney Recommendation)***

10. Prior to issuance of any grading or building permits for the project, the applicant shall provide performance guarantees with sufficient legal commitments and financial sureties to guarantee the faithful performance of any and all conditions of approval and completion of the phase or to guarantee the restoration of the site if the phase is not completed. The form, manner, and amount of the guarantee shall comply with the requirements of the Town Attorney and shall be reviewed and approved by the Community Development Director prior to issuance of permits. ***(Development Code Section 18.84.040)***

11. Prior to commencement of any work on the site, the applicant shall obtain building permit(s) for all work on the building(s) and site. Complete building plans and engineering in accordance with the current Town Building Code will be required for all structures. The building plans shall include details and elevations for all State of California, Title 24, and accessibility regulations. Please contact the Building Division at (530) 582-7821 to determine what permits are required. ***(Building Division Recommendation)***

12. Prior to grading or building permit issuance, the applicant shall demonstrate compliance with all conditions and requirements of the following agencies, including, but not limited to:
    - Town of Truckee Engineering Division
    - Town of Truckee Building Division
    - Truckee Donner Public Utility District
    - Truckee Sanitary District
    - Truckee Fire Protection District

- Nevada County Department of Environmental Health
- Tahoe Truckee Sierra Disposal Company
- Southwest Gas ***(Planning Division Recommendation*)**

13. Prior to the issuance of building permits or improvement plans, the applicant shall submit payment for a construction mitigation monitoring fee. The fee amount is established by the Town Fee Schedule in effect at the time of building permit submittal. The current fee is $1,423. ***(Planning Division Recommendation)***

Joerger Ranch Specific Plan Conditions of Approval (Imposed with adoption on March 24, 2015)

14. All mitigation measures identified in the certified EIR and the addendum thereto approved by the Town Council (Resolution 2018-78) shall be incorporated into the project as conditions of approval. Such mitigation measures and conditions of approval shall control in the event of any inconsistency between themselves and any mitigation measures and conditions of approval as amended by the Planning Commission. ***(Joerger Ranch Specific Plan)***

15. Woodstoves, fireplaces, zero clearance fireplaces, and other wood-burning devices shall be prohibited. The Community Development Director may approve wood-fired ovens (one per business maximum) for restaurant use with payment of the air quality mitigation fee. ***(Joerger Ranch Specific Plan)***

16. All building construction shall comply with the Particulate Matter Air Quality management Plan with regard to the payment of impact fees for vehicle emissions and re-entrained road dust. This requirement applies to Large and Small projects, as defined in the Management Plan. ***(Joerger Ranch Specific Plan)***

17. If conflicts occur between the existing land use regulations and the requirements of the Joerger Ranch Specific Plan, the requirements of the Joerger Ranch Specific Plan shall control. ***(Joerger Ranch Specific Plan)***

18. 10-foot paved Class I bike paths within the project site (Specific Plan Figure 5-11) shall be dedicated, constructed, and maintained consistent with the Specific Plan. The timing of construction of Class I bike paths will depend on which parcel develops as outlined below although construction may be required to occur earlier at the discretion of the Town Engineer.

Trail Segment	Required Prior to Subdivision of or Development in Parcel?			
	Parcel 1 (CR, M1)	Parcel 2 (M1)	Parcel 3 (OS)	Parcel 4 (BIZ, RMW-20, CL, OS)
Martis Drive Class I	No	No	No	Yes
Joerger Drive Class I and off site connection to Riverview Sports Park	Yes	Yes	No	No
Brockway Road Class I	Yes	Yes	No	Yes
Soaring Way Class I (SR 267 to Joerger / Soaring Roundabout)	Yes	Yes	No	No
SR 267 Class I	Yes	No	No	No
Hope Court Class I and off site connection to SR 267	No	No	No	Yes

FIGURE 5-11 TRAIL CONSTRUCTION SCHEDULE

Prior to Town Council action on the Specific Plan or Phase I Map recordation, the Specific Plan shall be amended to include all the trails required above. The Town Engineer may approve alternative equivalent trail segments that meet the intent of the Specific Plan and achieve a connected trail network within the Specific Plan Area and to existing adjoining regional trails. ***(Joerger Ranch Specific Plan)***

19. Prior to further subdivision of parcels or development following the Phase I Parcel Map, engineered improvement plans that address necessary common infrastructure and frontage improvements—as defined in Specific Plan Chapter 7 (Implementation and Phasing) and amended by the conditions of approval—shall be submitted to, reviewed by, and approved by the Town Engineer. ***(Joerger Ranch Specific Plan)***

20. Prior to building (grading) permit issuance of Phase 3, and prior to further subdivision and development, a road maintenance association shall be formed in accordance with the requirement of the Town Engineer. The association shall be responsible for maintenance (including snow removal) of all road improvements within the development including the emergency access/maintenance street, and project access streets and all drainage facilities for the streets. The document establishing the road maintenance association shall be reviewed and approved by the Town Attorney and Town Engineer. The road maintenance association requirement shall be recorded against all future parcels created within the Joerger Ranch Specific Plan Area. ***(Joerger Ranch Specific Plan)***

21. Prior to future subdivision or development, the developer shall become members of the Truckee North Tahoe Transit Management Association. This membership shall remain in effect as long as transit services are provided within the Joerger Ranch Plan Area. If creation of a future homeowners association or commercial property owners association occurs during development of any residential or commercial phase of the project, this membership may be assumed by the owners association's Request of Truckee North Tahoe Transit Management Association. ***(Joerger Ranch Specific Plan)***

22. No development shall occur without construction of adequate infrastructure and frontage improvements as determined by the Town Engineer. ***(Joerger Ranch Specific Plan)***

23. All mitigation measures required in the Final Environmental Impact Report shall be implemented during all phases of the Specific Plan. These mitigation measures and associated timing, monitoring and enforcement requirements are specified in the Mitigation Monitoring and Reporting Program. ***(Joerger Ranch Specific Plan)***

EIR Mitigation Measures

24. To reduce Area Source Emissions, the project applicant shall implement the following:

    - Only natural gas burning fireplaces/hearths (i.e. no wood burning fireplaces/hearths shall be allowed). Wording relating to this restriction shall be included within the project's CC&R's.
    - Only low VOC paint and architectural coatings (interior and exterior) shall be used on the project site. The use and application of all paints and architectural coatings shall meet the requirements of Rule 218 of the Placer County Air Pollution Control District. Wording relating to this restriction shall be included within the project's CC&R's. ***(Mitigation Measure 3.1-1)***

25. To reduce Energy Source Emissions, the project applicant shall implement the following:

    - Residential dwellings shall be designed to exceed applicable Title 24 energy standards by 15%.
    - Non-residential structures shall be designed and constructed to achieve LEED certification requirements, or an equivalent level of energy efficiency.
    - Install high efficiency lighting (indoor and outdoor)
    - Install high efficiency appliances (refrigerator, fans, washers)
    - Structures shall be solar oriented (predominantly north-south facing direction), to the extent practical, and plant low-emitting shade tree and shrub species near structures in such an arrangement to shade and cool structures during warmer seasons yet allow for solar heating and wind breaks during cooler months.
    - Landscape with native drought-resistant species (plants, trees, and shrubs) to reduce the demand for gas-powered landscape maintenance equipment.
    - Incorporate passive solar space heating designs and solar water heaters into residential units.
    - Install energy-efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units.
    - Electrical outlets should be installed on the exterior walls of all residential and commercial buildings to promote the use of electric or battery operated yard and landscaping equipment ***(Mitigation Measure 3.1-2)***

26. To reduce Mobile Source Emissions, the project applicant shall implement the following:

    - Street shall be designed to maximize pedestrian access to transit stops.
    - Provide for on-site road and off-site bus turnouts, passenger benches and shelters as demand and service routes warrant subject to review and approval by local transportation planning agencies.
    - Install electric vehicle charging stations at strategic locations within the project. The number and locations should be determined in coordination with the Town of Truckee and the

NSAQMD.

- Safe and convenient bicycle and pedestrian paths/sidewalks connecting proposed residential uses to nearby trails and commercial/and uses.
- Encourage telecommuting and alternative work schedules (10% employee work 9/80)
- Ensure that the final design includes:
    - Residential density at a minimum of 12 units/acre.
    - A walkable design/improved pedestrian network (i.e. walkways, paths, sidewalks, trails, etc.).
    - Destination accessibility (connectivity to/from project amenities).
    - Increase transit accessibility (ensure that the minimum distance to a transit/bus facility is .25 miles). ***(Mitigation Measure 3.1-3)***

27. Consistent with the requirements of the Town of Truckee Particulate Matter Air Quality Management Plan, the proposed project must eliminate or offset 100% of the PM10 and PM2.5 emissions generated by the project. The project applicant shall prepare a Particulate Matter Reduction Plan that includes all feasible mitigation measures to reduce particulate matter emissions to the greatest extent feasible. PM emissions calculation methodologies for vehicle tailpipe and re-entrained road dust shall be consistent with those identified in the Particulate Matter Air Quality Management Plan. The Particulate Matter Reduction Plan shall be submitted to the NSAQMD for review and approval prior to the issuance of the first building permits for the project. If the Particulate Matter Reduction Plan cannot achieve a 100% reduction in PM emissions associated with project operations, the project applicant shall be required to pay an in-lieu mitigation fee. The in-lieu mitigation fee shall be calculated based on the fee established by the Town Council resolution and in effect at the time of building permit issuance or final map recordation ***(Mitigation Measure 3.1-4)***

28. To reduce short-term construction related emissions, the contractor shall be required to implement the following standard NSAQMD measures:

    a) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are: chipping, mulching, or conversion to biomass fuel.

    b) Adequate dust control measures will be implemented in a timely and effective manner during all phases of project development and construction.

    c) All material excavated, stockpiled, or graded should be sufficiently watered, treated or covered, to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day.

    d) All areas (including unpaved roads) with vehicle traffic should be watered or have dust palliatives applied as necessary for regular stabilization of dust emissions.

    e) All on-site vehicles should be limited to a speed of 15 mph on unpaved roads.

    f) All/and clearing, grading, earth moving or excavation activities on a project will be suspended as necessary when winds are expected to exceed 20 mph.

g) All material transported off-site will be either sufficiently watered or securely covered to prevent a public nuisance.

h) If serpentine rock is found in the area, the presence of asbestos, in the chrysotile or amphibole forms must be determined. Additional mitigations may be needed on a site-specific basis.

i) Temporary traffic control will be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

j) Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable.

k) All inactive portions of the construction site should be covered, seeded, or watered until a suitable cover is established.

l) The applicant will be responsible for applying Town-approved non- toxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. Acceptable materials that may be used for chemical stabilization of soils include petroleum resins, asphaltic emulsions, acrylics and adhesives which do not violate Regional Water Quality Control Board or California Air Resource Board standards.

m) During initial grading, earth moving, or site preparation, larger projects may be required to construct a paved (or dust palliative treated) apron at least 100 feet in length onto the paved road(s).

n) Wheel washers will be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads on larger projects. Vehicles and/or equipment will be washed prior to each trip, if necessary. ***(Mitigation Measure 3.1-5)***

29. To reduce NOx emissions during the site preparation and grading phase of construction, the contractor shall be required to implement the following measures:

30. All offroad construction equipment engines must either be CARB certified as at least Tier 2 engines or be equipped with either a Diesel Oxidation Catalyst or a Diesel Particulate Filter that is in good repair and maintained according to the manufacturer's specifications and recommendations. ***(Mitigation Measure 3.1-6)***

31. Prior to approval of Grading or Improvement Plans, (whichever occurs first), the applicant shall submit a fugitive dust control plan to the NSAQMD in accordance with Rule 226 ***(Mitigation Measure 3.1-7)***

32. Thirty days prior to commencement of construction, the project proponent shall retain a qualified biologist to perform a preconstruction survey to ensure that there are no occupied nests, including but not limited to raptors, if construction occurs during the nesting season (March to September). If it is determined from the preconstruction survey that there are occupied nests, then the project proponent shall either avoid the project area until the nesting season is over, or seek consultation with the appropriate regulatory agency (CDFW or USFWS) for the appropriate permits and mitigation measures. If it is determined that the project site does not contain occupied nests then no additional action is necessary. ***(Mitigation Measure 3.2-1)***

33. Prior to the issuance of a grading permit, the project proponent shall incorporate the following measures into project plans and specifications:

- Certified, weed-free, imported erosion-control materials (or rice straw in upland areas) will be

used.

- The project proponent will coordinate with the county agricultural commissioner and land management agencies to ensure that the appropriate BMPs are implemented.
- Construction supervisors and managers will be educated about noxious weed identification and the importance of controlling and preventing their spread.

Equipment will be cleaned at designated wash stations. ***(Mitigation Measure 3.2-8)***

34. If cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the Town of Truckee shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.

    The Town of Truckee shall consider mitigation recommendations presented by the qualified archaeologist for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources. ***(Mitigation Measure 3.3-1)***

35. If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the Town of Truckee shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes. ***(Mitigation Measure 3.3-2)***

36. If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. ***(Mitigation Measure 3.3-3)***

37. Prior to the issuance of grading permit, the project proponent shall ensure that project plans adequately address grading, erosion, sediment, and pollution control requirements of the Regional Water Quality Control Board (RWQCB). If one acre or more of land will be disturbed, the project proponent shall submit a Notice of Intent (N.O.I.) with appropriate fees and a Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB. The SWPPP shall include non-structural and structural BMPs such as: minimizing disturbance, preserving natural vegetation, good housekeeping (i.e. daily clean-up), mulch, grass, stockpile covers, silt fences, inlet protection, stabilized construction entrances, and sediment traps. ***(Mitigation Measure 3.4-1)***

38. During construction, the project proponent shall ensure that control measures and practices are implemented, properly installed, and maintained. The project proponent shall develop and implement record keeping and data management procedures for evaluation of SWPPP compliance and reporting. The Town of Truckee shall inspect the construction site to verify that SWPPPs are being implemented. ***(Mitigation Measure 3.4-2)***

39. Prior to bringing hazardous material onsite, the applicant and/or business owner shall submit a Hazardous Materials Business Plan (HMBP) to Nevada County Environmental Health Division (CUPA) for review and approval. If the inventory of reportable hazardous materials include fuels stored in Aboveground Storage Tanks (AST) that exceed 1,320 gallons (in containers >55 gallons) the applicant and/or business owner must file documents required by the California Aboveground Storage Tank Act (APSA). If one of the AST's is larger than 20,000 gallons or the accumulative storage capacity exceeds 100,000 gallons a Spill Prevention and Countermeasures Plan (SPCC) will be required. If during the construction process the applicant and/or business owner or his subcontractors generates hazardous waste, the applicant and/or business owner must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law) ***(Mitigation Measure 3.6-1)***

40. Prior to the issuance of a grading permit, the project proponent shall appropriately dispose of all materials on the project site that are cited within the Phase I ESA. This includes drums/containers, equipment, parts, metal and wood debris, and other refuse. ***(Mitigation Measure 3.6-2)***

41. During grading activities, if there is any evidence of soil discoloring or odors that indicate a potential contamination anywhere on the project site including, but not limited to the areas around the pump house and where the drums/containers were stored, the project proponent shall perform soil testing to determine the type and extent of the contamination. In addition, the project proponent will be responsible for the cleanup activities necessary to remove and dispose of such contamination if discovered. ***(Mitigation Measure 3.6-4)***

42. The project applicant shall prepare a site- specific and construction phase-specific storm water pollution prevention plan (SWPPP) in conformance with the California Stormwater Quality Association Construction Handbook (Construction Handbook), in compliance with the requirements of the State General Construction Activity Storm Water Permit (CGP), and in compliance with project guidelines for erosion control published by the Lahontan RWQCB, as well as demonstrate compliance with sediment reduction measures associated with the total maximum daily loads (TMDL) for Sediment for the Middle Truckee River watershed. The SWPPP shall be prepared using current templates and formats provided by the California Stormwater Quality Association. The Construction Handbook provides general guidance for selecting and implementing best management practices (BMPs) that will eliminate the discharge of pollutants from construction sites, and the SWPPP will document the selection and implementation of BMPs for the particular construction projects on the site. The site-specific SWPPP must describe the site, as well as the proposed erosion and sediment controls (BMPs for water quality), the means of waste disposal, implementation of approved local plans, control measures of post-construction sediment and erosion, monitoring and maintenance responsibilities, and non-stormwater management controls. Dewatering, if needed, shall be done in a manner so as to prevent the discharge of pollutants, including earthen materials, from the site. The project applicant shall submit the SWPPP to the Town of Truckee and the Lahontan RWQCB for review and approval.

    The project applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. BMPs identified in the SWPPP shall be utilized in all project site development activities. Implementation of appropriate, effective water quality controls will ensure that stormwater discharges that will result with implementation of the project are in compliance with all current requirements of the Lahontan RWQCB. ***(Mitigation Measure 3.7-1)***

43. Grading activities shall be prohibited during the winter months, unless approved by the Town of

Truckee consistent with Development Code Section 18.30.050.C.4 and the Lahontan RWQCB. Exposed graded areas shall be protected during the winter months using appropriate methods. ***(Mitigation Measure 3.7-2)***

44. Prior to the issuance of grading permits, the project applicant shall submit and obtain approval of a storm water management plan (SWMP) consistent with the Town's Municipal Code and Storm Water Quality Ordinance. The SWMP shall, at a minimum, include the following:

    - A written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, proposed on- and off-site improvements and detention/retention facilities, and other features to protect downslope areas from degradation of storm water quality.
    - Information demonstrating that the project design would result in drainage flow conditions below pre-project flow rates and volumes.
    - The SWMP and subsequent site development submittals shall address storm drainage management during construction and thereafter and shall include provisions for the application of best management practice (BMP) measures to reduce erosion, water quality degradation, etc. Stormwater drainage management, BMPs, and water quality control features shall be identified for construction staging areas, building sites and site improvements. Permanent water quality control features, including LID facilities, described in the report shall demonstrate (at minimum) that the water quality controls are adequate to prevent any increase in sediment or other pollutants to downslope areas over pre-development conditions.
    - Prior to the design of new detention/retention basins that will serve the project site, soil borings shall be taken at representative locations to analyze the subsurface soils that are present and the elevation of the subsurface water table. If these soil borings identify perched groundwater within 2 feet of the proposed bottom elevation of these detention/retention basins, a liner, filter fabric, or other remedial measures shall be incorporated into the design of the applicable storm water facilities to prevent intrusion of development-related pollutants to groundwater.
    - Snow storage and management practices. Snow will be stored on-site in landscape areas and other undeveloped areas. If the required amount of snow storage cannot be handled on-site, the applicant shall provide a long-term snow-hauling plan consistent with Development Code Section 18.30.130.B.3.b. Stormwater runoff from snow storage areas will be routed through water quality treatment facilities prior to discharge. Snow removal shall be further described in a Maintenance Agreement between the property owner and the Town of Truckee as required by Development Code Section 18.30.105.B.
    - Storm drainage from on-site impervious surfaces shall be treated and infiltrated through buffers or be collected and routed through specially designed catch basins, vaults, filters, etc. for entrapment of sediment debris and oils/greases. Maintenance of facilities shall be identified.
    - All related underground and surface drainage systems must be addressed in order to ensure full integration of areas that will generate runoff. These areas will include rooftops, sidewalks, cut/fill slopes, streets, parking lots, up-gradient off-site source areas, and impervious landscaping areas.
    - All required approvals associated with construction-related storm water permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System

(NPDES) program and other associated permit approvals from the Lahontan RWQCB.

- All required approvals associated with Phase II Small MS4 General Permit (Order 2013-0001-DWQ) requirements, which became effective on July 1, 2013. This shall include consistency with the Guidance Document for the permit that supersedes the Town of Truckee Storm Water Management Program 2007-2012 (December 2007). ***(Mitigation Measure 3.7-3)***

45. Project drainage improvements will be required to provide detention/retention storage and LID measures that will prevent increases in storm runoff rates and volumes during storm events consistent with the Town's then-current National Pollutant Discharge Elimination System NPDES) permit. The design of detention/retention storage, LID facilities and other drainage facilities shall be supported by appropriate hydrologic and hydraulic evaluations as part of project grading and drainage plan submittal process, all of which will be prepared by a registered civil engineer. All facilities shall be designed in compliance with Town of Truckee standards. ***(Mitigation Measure 3.7-4)***

46. Construction shall adhere to the requirements of the Town of Truckee with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.

    - Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
    - Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
    - Utilize "quiet" air compressors and other stationary noise-generating equipment where appropriate technology exists.
    - The project sponsor shall designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the Plan Area. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with the information on the constructions schedule and the telephone number for noise complaints.

47. Construction activities shall be restricted between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 7 p.m. on Saturdays. No construction activities shall occur on Sundays and holidays. ***(Mitigation Measure 3.9-2)***

48. Loading docks and truck circulation routes should be located at a minimum of 160 feet from future onsite residential uses to the greatest extent feasible. If these activities are located closer than 160 feet when tentative maps are prepared and individual development projects are proposed, a qualified acoustical consultant shall determine appropriate mitigation measures in order to reduce noise exposure to residential uses to the levels established in the Town of Truckee Development Code. Noise reduction measures shall be determined and established by a qualified acoustical consultant, and shall be reviewed and approved by the Town. Noise reduction measures may include, but are not necessarily limited to: shielding loading dock areas from residential areas with sound walls, landscape berms or other suitable noise attenuation features; locating loading docks on the opposite sides of the buildings from the residential uses, and/or enclosed loading docks.

(Mitigation Measure 3.9-3)

49. Prior to the approval of improvement plans, the project proponent shall incorporate the following requirements into improvement plans/drawings:

Hydrants and Fire Flow

1. Hydrants shall be spaced a maximum distance of 500 feet apart in residential areas, so that no point on any road is more than 250 feet from a hydrant.
2. Additional hydrants will be required in the areas with commercial development.
3. All hydrants shall be of the dry barrel type and be identified with an 8' snow stake.
4. If necessary hydrants shall be protected with bollards.
5. Provide a minimum fire flow of 1500-gpm for a 2-hour duration with 20-psi residual in residential areas.
6. Fire flow in commercial areas is a minimum of 2000 gpm, however, may be larger depending on the size of the structures. In addition the demand of the largest fire sprinkler system must be added to the minimum fire flow. These requirements are for a 2 to 4 hour duration (depending on size) with 20 psi residual.
7. Water system shall be installed and serviceable prior to any construction.

Roads and Driveways

1. All roads and driveways shall be a minimum of 24' wide with an all-weather surface capable of supporting a 40,000-lb vehicle. This shall include the emergency fire access roads.
2. Gated access shall require the installation of a Knox box system for fire district access and approved ratio operation.
3. Roads and driveways shall have a minimum unobstructed eight of 13'6".
4. Roads and driveways shall have a minimum 50' radius.
5. All access will require fire department approval. ***(Mitigation Measure 3.10-1)***

50. Prior to the approval of building plans, the project proponent shall incorporate the following requirements into building plans/drawings:

Automatic Fire Sprinkler and Fire Alarm Systems

1. The installation of an approved fire sprinkler system is required in all non-residential structures in excess of 3600 square feet, and in all residential structures.
2. Sprinkler systems shall comply with NFPA 13 requirements and shall be approved by the TFPD prior to installation.
3. Approved fire alarm systems shall be installed where required.

Construction

1. Construction shall comply with all current codes and local ordinances.
2. Project shall comply with all requirements OF THE State Public Resource Code Section 4290 and 4291.

3. Mitigation fees shall be applied to all building construction at the applicable rate.
4. Full drawings shall be submitted to the TFPD for review and approval.
5. No shakes or shingles of any kind will be allowed to be used for roofing materials.
6. The development project must provide, in some fashion acceptable to the District, mitigation revenue equivalent in accordance with their current rates at the time of payment for new residential and new non-residential development. The manner and means of such payment will be determined by the Fire Chief or his designee after consultation with the applicant. ***(Mitigation Measure 3.10-2)***

51. Prior to the commencement of building construction, the project proponent shall implement the following:

    Wildland Fire Protection

    1. Remove all flammable vegetation, which could pose a threat within 30' of all structures.
    2. A 15-foot fuel modification zone shall be required on both sides of all roads and driveways. ***(Mitigation Measure 3.10-3)***

52. Installation of a traffic signal at the Bridge Street/Donner Pass Road intersection is included in the Town's Traffic Impact Fee Program. Payment of traffic impact fees is considered to be an adequate mitigation measure for this intersection. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project proponent shall pay Town of Truckee traffic impact fees contributing to this improvement. ***(Mitigation Measure 3.11-1B)***

53. Installation of a traffic signal at the Bridge Street/West River Street Intersection is included in the Town's Traffic Impact Fee Program. Following recordation of a Phase I Map totaling five or fewer parcels, but prior to any further parcel subdivision or issuance of any grading or building permits on the project site, the project proponent shall pay Town of Truckee impact fees contributing to this improvement. ***(Mitigation Measure 3.11-1C)***

Engineering Division Conditions

55. Prior to building (grading) permit issuance, the project proponents shall submit improvement plans stamped by a licensed civil engineer to the satisfaction of the Town Engineer for all work both in and out of the public right-of way.

    The plans shall be prepared in accordance with the Town of Truckee Public Improvement and Engineering Standards dated May 2003; shall comply with the design standards identified in Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, such as hydro-modification requirements, or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit; and shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. The plans at a minimum shall incorporate proposed grades, drainage, driveway design and erosion control; and incorporate cost estimates for all work to be performed.

    Said improvement plans shall be accompanied by appropriate plan check fees to be calculated by the Town Engineer at the time of plan approval. Public improvement plan check fees and inspection fees are calculated using the estimated construction costs. The plan check fee is equal to the following formula based upon the estimated construction costs:

5% of valuation from $0 to $50,000
3% of valuation from $50,000 to $250,000
1% of valuation above $250,000

The inspection fee, due prior to start of construction, is equal to the following formula based upon the estimated construction costs:

6% of valuation from $0 to $50,000
4% of valuation from $50,000 to $250,000
1.5% of valuation above $250,000

(Engineering Division Recommendation)

56. Prior to Parcel Map recordation, the completion of a Lot Line Adjustment, Subdivision Map recordation, or building (including grading) permit issuance for Phase 3, consistent with Chapters 5 and 7 of the Joerger Ranch Specific Plan (JRSP) where it outlines the requirement for each parcel to pay its "proportional fair share" of actual common infrastructure costs that are required by the JRSP and to provide proof of payment to the Town, the project proponents shall provide documentation of the agreement between all JRSP property owners regarding the fair share funding of the common infrastructure outlined in the JRSP and the Town General Plan Table CIR-5, item 25, particularly the roundabout at SR 267/Brockway Road/Soaring Way. The agreement documentation must include, but not be limited to:

- Identification of all parties involved in the agreement;
- Recent (no more than one year old) cost estimate for the roundabout intersection improvements, as approved by the Town;
- Funding mechanism for each property to pay its fair share of the common infrastructure improvements (i.e. how are funds being provided by each property and where are the funds being held until used to construct the intersection improvements); and
- Details of the agreement addressing the rights of each property owner to access the funds in the event that development on any given parcel triggers the need to construct the intersection improvements.

As an alternative to the private fair share funding agreement, prior to Parcel Map recordation, the completion of a Lot Line Adjustment, Subdivision Map recordation, or building (including grading) permit issuance, the project proponent may enter into a reimbursement agreement with the Town of Truckee requiring the project proponents to provide upfront capital for the Town to plan, design, permit, and construct a roundabout at the SR267/Brockway Road/Soaring Way intersection. The capital funds provided by the project proponents would be reimbursed by the Town's AB1600 Traffic Impact Fee program over a term specified in the agreement. Either agreement will require review and approval by the Town to ensure it meets the requirements of the JRSP.

Note that based on the active project applications within the JRSP (Soaring Ranch Phase 3 and Joerger Parcel 2), the SR267/Brockway Road/Soaring Way is not required to be improved to a roundabout at this time, but one of the two options outlined above for a funding agreement is still required to address each project's proportional fair share of the common infrastructure improvement costs. However, if land use entitlements are received by other projects in the area (Joerger Parcel 4 or others) prior to this project acquiring building permits, an updated traffic study will be required to determine if additional improvements to the SR 267/ Brockway Road/ Soaring Way intersection are necessary to maintain adequate Level of Service (LOS). Should the study identify that LOS standards are not met at the SR 267/ Brockway Road/ Soaring Way with the inclusion of the

additional development, a multi- lane roundabout shall be constructed at the intersection prior to issuance of any Certificates of Occupancy. Issuance of Certificates of Occupancy may be allowed by the Town Engineer prior to the completion of the roundabout construction if adequate securities are in place and/or construction has commenced.
(Engineering Division Recommendation)

57. Prior to Phase 3 building (grading) permit issuance, improvement plans for the following shall be submitted and approved by the Town Engineer:

    - SR 267/Brockway Road/Soaring Way intersection (encroachment permit required with Caltrans) a westbound right-turn overlap phase for right turns made from Soaring Way onto SR 267 northbound utilizing the existing lane configuration at the intersection.
    - Class I trails along both sides of Brockway Road (connecting SR 267 to the Martis Drive intersection);
    - Class I trail connection between Brockway Road and the Martis Valley Trail, paralleling Hope Court west of SR 267, and;
    - Frontage improvements along the entire Phase 2/3 Parcel's Soaring Way projected frontage consistent with the frontage improvement condition below.

    No part of this approval shall be construed as an approval of the preliminary plans.

    All aforementioned improvements are required to be constructed, completed, and accepted by the appropriate agency prior to issuance of any Certificates of Occupancy within Phase 3 of the Soaring Ranch Planned Development. ***(Engineering Division Recommendation)***

58. Prior to building (grading) permit issuance and prior to subdivision of any existing parcel(s) within the Soaring Ranch Specific Plan area to create the Phase 2 or Phase 3 parcel(s), an agreement shall be executed between the Phase 3 developer and the Town and recorded against the Phase 3 property, which: (i) memorializes the requirement to construct the Class I trail connection to the Martis Valley Trail along Hope Court as part of any development on the Phase 3 parcel, subject to any determination by the Town Engineer, in his sole discretion but subject to any need to amend the Soaring Ranch Specific Plan and/or obtain other approvals from the Town Council or Planning Commission, that the construction may be delayed; and (ii) acknowledges that the developer will not assert that it is not required to construct the Class I trail connection, will not assert that the Town is prohibited from requiring the developer to construct the Class I trail connection, and will not demand that the Town waive or defer such requirement as a concession under the Density Bonus Law or any other applicable law. ***(Engineering Division Recommendation)***

59. Prior to building (grading) permit issuance the project proponents shall provide identification of all existing drainage on the property and adjacent properties, which may affect this project. This identification shall show discharge points on all downstream properties as well as drainage courses before and after the proposed development for the 10-year and 100-year flows. ***(Engineering Division Recommendation)***

60. Prior to building (grading) permit issuance, the applicant is to offer for dedication to the Town of Truckee a drainage easement centered along any existing drainages (approximately 20' wide). The limits of any easements will be determined by the Town Engineer during the review of the improvement plans for the project. ***(Engineering Division Recommendation)***

61. Prior to building (grading) permit issuance, the applicant shall provide an erosion control plan and storm water quality plan, per the requirements of the Town of Truckee for review and approval that shows temporary construction BMPs and permanent on-site treatment of the 85th percentile, 24-hour storm. The plan shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. If snow storage is proposed in areas of stormwater treatment, then the features should be properly sized for the capacity of both functions. If the project is expanding an existing site and the new impervious area is more than 50% of the existing impervious surface, project shall treat all existing and proposed impervious areas. ***(Engineering Division Recommendation)***

62. Since the project disturbs one acre or more, the project shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. Prior to building (grading) permit issuance, the applicant shall provide the WDID number issued by the State Water Resources Control Board. ***(Engineering Division Recommendation)***

63. Hydromodification is required if the project creates or replaces one acre or more of impervious surface. Post-project storm water flows should equal pre-project flows for the design year event (2-year, 24-hour storm or current standard), unless additional mitigations are proposed to provide for the increase in flows. ***(Engineering Division Recommendation)***

64. Prior to building (grading) permit issuance, the applicant shall submit a Best Management Practice (BMP) operation and maintenance plan to the Town Engineer for review and approval. Recordation of the operation and maintenance plan for permanent structural treatment control BMPs installed by the project may be required depending on the type of permanent BMP proposed. The property owner shall submit yearly BMP operation and maintenance certifications to the Engineering Division according to the Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit. ***(Engineering Division Recommendation)***

65. Prior to Building permit issuance, all permanent BMPs (including stormwater treatment devices) shall be located entirely on the private property and outside of the Town right-of-way/public access easements. ***(Engineering Division Recommendation)***

66. Prior to building permit issuance, applicant shall provide a snow removal/storage plan for approval by the Town Engineer that shows snow storage calculations (equal to 50% of the paved area the snow removal will occur), locations of storage, and how snow will be put in those locations. Snow storage locations should be easily accessible (i.e., no curbs, trees, delicate landscaping). Provide snow storage as close to the source as possible. The snow storage requirements for Phases I, II, and III will need to be fully accommodated on either the Phase III project area, a combination of all three Phases' project areas, or a snow off-haul plan will need to be developed and approved by the Town Engineer. The snow off-haul plan will need to identify the means and methods of snow removal/hauling, as well as the approved location of the off-site snow storage. ***(Engineering Division Recommendation*)**

67. Building design shall prevent roof driplines from being located in the Town right-of-way, public access easements, or public gathering spaces. In addition, the building structures shall be designed such that snow will not shed into pedestrian areas or onto parked vehicles. ***(Engineering Division Recommendation*)**

68. Frontage improvements will be required for the project. On-street parking and a minimum six-foot-wide sidewalk will be required along the Soaring Way frontage. A pedestrian connection between the proposed buildings and the public way (sidewalk) will be required. The limits of the proposed improvements will be reviewed and approved by the Town Engineer as a part of the improvement plan review prior to building (grading) permit issuance. Prior to building permit issuance, the applicant will be required to enter into a maintenance and hold harmless agreement for any and all frontage improvements. There is a fee associated with the development of the Hold Harmless Maintenance Agreement. ***(Engineering Division Recommendation*)**

69. Prior to building certificate of occupancy, the applicant will need to execute a Hold Harmless and Maintenance Agreement with the Town for portions of the improvements that extend into the Town right-of-way and any public access easement areas (bike racks, sidewalks, landscaping, etc.). Extents and type of frontage improvements shall be reviewed and approved by the Town Engineer prior to building permit issuance. ***(Engineering Division Recommendation*)**

70. Prior to building certificate of occupancy, the applicant shall grant to Town, and have accepted by Town, a dedication for a public access easement encompassing any frontage improvements that are constructed outside the Town right-of-way. ***(Engineering Division Recommendation*)**

71. Prior to building permit issuance, the applicant shall pay Traffic Impact Fees (TIF) applicable at the time of building permit issuance. As of August 8, 2022, based on "General Retail" and "Multi-Family Residential" proposed uses the estimated **Traffic Impact Fees** for the proposed 7,834 SF of Retail and 141,841 SF of Multi-Family Residential uses are estimated to be **$651,778.87**. The actual Traffic Impact Fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. ***(Engineering Division Recommendation)***

72. Prior to building permit issuance, the applicant shall pay Facilities Impact Fees (FIF) applicable at the time of building permit issuance. As of August 8, 2022, based on "General Retail" and "Multi-Family Residential" proposed uses the estimated **Facilities Impact Fees** for the proposed 7,834 SF of Retail and 141,841 SF of Multi-Family Residential uses are estimated to be **$232,152.93**. The actual Facilities Impact Fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. ***(Engineering Division Recommendation)***

73. Prior to building permit issuance, the applicant will need to obtain an Encroachment Permit with the Town for portions of the existing and proposed improvements that extend into the Town right-of-way and any public access easement areas. ***(Engineering Division Recommendation*)**

74. Prior to building (grading) permit issuance, approvals from individual utility providers impacted by the development shall be obtained and copies of approvals shall be provided to the Town Engineer to ensure there are no objections by affected utilities and that the project proponents are coordinating improvements. ***(Engineering Division Recommendation)***

75. Prior to Certificate of Occupancy, the Joerger Drive waterline and dry utility improvements must be completed to the satisfaction of the Truckee Donner Public Utility District (TDPUD). Documentation of acceptance of those utility improvements by the TDPUD must be provided to the Town prior to Certificate of Occupancy. ***(Engineering Division Recommendation*)**

76. Prior to building permit issuance or certificate of occupancy (whichever is specified), the applicant shall conform to, and provide documentation of satisfying, all Engineering mitigation measures that are outlined in the adopted Joerger Ranch Environmental Impact Report – Mitigation Monitoring

and Reporting Program. ***(Engineering Division Recommendation*)**

Planning Division Conditions

77. All building materials and colors shall be limited to the approved materials for the Soaring Ranch Phase 2 development. The color palette shall be limited to earth-tone colors and shall exclude the use of light tan or beige colors. Final review and approval by the Community Development Director is required prior to grading or building permit issuance. ***(Planning Division Recommendation)***

78. If a national chain is proposed within a Phase 3 tenant space, an economic analysis is required prior to issuance of a Zoning Clearance or building permit for tenant improvements. The economic analysis shall demonstrate that such uses will benefit the Town as a whole and avoid or minimize economic impacts to the Downtown. ***(Joerger Ranch Specific Plan)***

79. A Zoning Clearance is approved for two "Retail Stores, General Merchandise" spaces with a total of 7,834 sq. ft. (4,891 sq. ft. in Building H and 2,943 sq. ft. in Building K). Future changes of use shall require submittal of a Zoning Clearance application. As part of the Zoning Clearance review, Planning Division shall review the parking demand for the proposed uses to verify that the parking demand does not exceed the amount of parking approved by the Planning Commission. ***(Planning Division Recommendation)***

80. No new signs are proposed or approved as part of this approval, including any "A-frame" or similar temporary signage. A Sign Plan application shall be submitted for each building in Phase 3 for review and approval by the Planning Division prior to issuance of building permits. With the exception of the standards for monument signs, the final Sign Plan shall comply with all development standards specified in Development Code Chapter 18.54 (Signs) in effect at time of building permit submittal. All monument signs shall comply with the Planned Development approved by the Town Council on March 13, 2018. The required Sign Plan review fee will be based on the Town of Truckee fee schedule in effect at the time the Sign Plan application is submitted. ***(Planning Division Recommendation)***

81. No temporary signage is approved with this project. Any future temporary signage shall be required to apply for a Temporary Sign Permit for review and approval. ***(Planning Division Recommendation)***

82. Survey: Prior to building permit issuance, a survey prepared by a licensed surveyor shall be submitted that shows topography and easements on the property. ***(Planning Division Recommendation)***

83. A final Affordable Housing Plan shall be submitted for review and approval by the Planning Division prior to issuance of building permits, as discussed in the August 16, 2022 Planning Commission staff report. The final plan shall include the following provisions:

    - A 50 percent density bonus is granted, allowing construction of 14 additional housing units within the Phase 2 project (an increase in density from 73 units at the allowed density of 12 units per acre on the 6.06-acre parcel to 109 units). Eighteen of the 109 units shall be deed restricted for affordability to low-income residents in compliance with Development Code Chapter 18.212 (Density Bonuses).
    - The applicant shall comply with all terms and provisions included in the Soaring Ranch Phase 3 Affordable Housing Agreement, including the following:

- The affordable units shall remain affordable to lower income for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.
- The units targeted for lower income households shall be affordable at a rent that does not exceed 30% of 60% of the area median income as calculated in accordance with Section 18.210.050.A (Affordable Rent) and the Administrative Guidelines and Procedures.

- Each of the Project's four buildings shall include deed-restricted affordable residential units, as follows:
  - Building H – 5 affordable units
  - Building I – 4 affordable units
  - Building J – 5 affordable units
  - Building K – 4 affordable units
- The Project's 18 deed-restricted affordable residential units shall consist of four one-bedroom, 10 two-bedroom, and four three-bedroom units.
- The sizes for each type of unit shall be as follows: studio (426 sq. ft. to 621 sq. ft.); 1-bedroom unit (638 sq. ft. to 643 sq. ft.); 2-bedroom unit (978 sq. ft. to 1,066 sq. ft.); and 3-bedroom unit (1,190 sq. ft. to 1,230 sq. ft.).
- Each of the Project's two- and three-bedroom residential units shall include a bathtub.
- Lease agreements for the Project's 109 rental units shall include a minimum rental term of no less than six months.
- Lease agreements for the Project's 109 rental units shall prohibit subleases for a term of less than 31 consecutive days.
- A reduction to the off-street parking requirements for the project is granted in compliance with Development Code Section 18.212.040 (Concessions and Incentives for Physical Development), Subsection B (Parking Reduction). One off-street space is required for each studio or one-bedroom unit; 1.5 off-street spaces are required for each two- or three-bedroom unit. These off-street parking requirements are inclusive of handicapped and guest parking. If the total number of parking spaces required for the residential project is other than a whole number, the number shall be rounded up to the next whole number. The residential project may provide the off-street parking through tandem parking or uncovered parking. These off-street parking requirements apply to the entire project including market rate units. ***(Planning Division Recommendation)***

84. The number of parking spaces required shall be consistent with the approved plans. A total of 188 parking spaces are required for the proposed project (182 standard parking spaces and six ADA-accessible spaces). Parking requirements for the project were calculated per Development Code Chapter 18.48 (Parking and Loading Standards) and Development Code Section 18.212.040 (Concessions and Incentives for Physical Development), Subsection B (Parking Reductions):

- Retail Uses: 1 space per each 250 sq. ft. of gross sales area, plus 1 space per each 600 sq. ft. of storage area, and 1 space per each company vehicle. 7,834 sq. ft./250 sq. ft. = 32 parking spaces required
- Residential Uses: 1 parking space required per studio and 1-bedroom unit and 1.5 spaces per unit with 2-3 bedrooms using Development Code Section 18.212.040.B = 156 parking spaces required. ***(Planning Division Recommendation)***

85. As part of the Zoning Clearance process required for future changes of use within the buildings in Phase 3, Planning Division staff shall calculate the parking demand at that time based on the specific uses proposed (including any outdoor dining areas) to verify that the required parking does not exceed the amount of parking approved by the Planning Commission. If additional parking is required, an amendment to the approved project will be required. ***(Planning Division Recommendation)***

86. The parking and circulation dimensions shall be in compliance with Development Code Chapter 18.48 (Parking and Loading Standards). All parking spaces and walkways shall be kept clear of snow so they are useable year-round. Snow must be kept on the confines of the property as approved, and may not be moved onto or stored on the Town maintained right-of-way or Town snow storage easements, unless specifically approved by the Town Engineer. ***(Development Code Chapter 18.48)***

87. The number of bike parking spaces shall comply with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities) and the Green Design Principles of the Specific Plan, as described in the August 16, 2022 Planning Commission staff report. The minimum number of bicycle parking spaces required is five percent of the parking demand for the project. Based on the parking demand calculations for the proposed uses per Development Code Section 18.48.040 (Number of Parking Spaces Required), which results in a parking demand of 295 spaces, a minimum of 15 bicycle parking spaces is required. The applicant proposes a minimum of 86 bicycle parking spaces, including at least exterior 32 bicycle spaces (eight racks with four bike parking spaces each) and 54 interior bicycle parking spaces (904 sq. ft. of bicycle storage in Building H). The exact location of bicycle parking shall be determined prior to building permit issuance. At minimum, the number of bicycle parking spaces provided within 50 feet of each of the Project's four mixed-use buildings shall be equivalent to the number of residential units included in each building. The Planning Division shall verify that the project provides the required number of secure bicycle parking spaces/storage prior to building permit issuance. ***(Planning Division Recommendation)***

88. Prior to building permit issuance, a final solid waste plan shall be approved by the Planning Division to verify that the project is in compliance with Development Code Section 18.30.150 (Solid Waste/Recyclable Material Storage), including but not limited to minimum solid waste and recyclable material storage area requirements, and in compliance with State of California requirements for food waste. The applicant shall provide a copy of a "will-serve" letter or equivalent from Tahoe Truckee Sierra Disposal (TTSD) to ensure that the final solid waste and recycling collection plan will be serviced by TTSD. The proposed storage areas are required to accommodate storage of all mixed waste, recyclables and cardboard. The storage areas shall be properly screened and resistant to wildlife. The applicant shall pay to have the project site serviced as frequently as necessary to ensure there is no stockpiling of food byproducts, garbage, packaging materials, etc. and to reduce potential impacts on adjacent properties in terms of odors, wildlife nuisances, etc. The solid waste and recyclables storage areas shall be kept tidy and free from loose debris at all times. ***(Planning Division Recommendation, Development Code Section 18.30.150)***

89. The project shall provide landscaping in accordance with Development Code Chapters 18.40 and 18.42, and as follows:

    - Prior to building permit issuance, the applicants shall submit a final landscaping plan for review and approval by the Community Development Director. All plants shall be appropriate for the

Truckee climate. Native, adapted, and drought tolerant plants are preferred. The final landscape plan shall include the irrigation design plan.

- Prior to issuance of a temporary or final certificate of occupancy, the applicant shall submit documentation of compliance with Development Code Section 18.40.060 (Water Efficient Landscape Ordinance), including all required Water Efficient Landscape Worksheets including Worksheet A (Maximum Allowed Water Allowance) and Worksheet B (Certificate of Completion) for review and approval by the Community Development Director.
- Prior to issuance of a temporary or final certificate of occupancy, the applicant shall submit to the Planning Division a complete maintenance plan and contract, ensuring proper maintenance of all landscaping and irrigation, to be approved by the Community Development Director. The property owner shall be responsible for maintaining all plantings and irrigation, and in any case where required plantings have not survived, the property owner shall be responsible for replacement with equal or better plant materials.
- At least one week prior to issuance of a temporary or final certificate of occupancy, the applicant shall request an on-site inspection from the Planning Division for all landscaping and irrigation, and the applicant shall submit a landscape inspection fee in the amount established by the Town Fee Schedule at the time of the request (currently $277). All landscaping shall be installed in accordance with the final landscape plan and these landscape conditions prior to issuance of a temporary certificate of occupancy OR installation of the landscaping shall be guaranteed by a performance guarantee or other acceptable security prior to issuance of a temporary certificate of occupancy and installation shall be completed prior to issuance of a final certificate of occupancy.
- Maintenance of all plantings and irrigation is required. In any case where required plantings have not survived, the property owner shall be responsible for replacement with equal or better plant materials. ***(Planning Division Recommendation)***

90. Prior to grading or building permit issuance, a tree protection plan shall be submitted for review and approval by the Community Development Director which shall make every reasonable effort to avoid creating conditions averse to a tree's health, in compliance with Development Code Section 18.30.155 (Tree Preservation). There shall be no removal of trees outside the construction/disturbance areas of the proposed development. ***(Development Code Section 18.30.155)***

91. No trees shall be removed unless a grading permit or building permit are issued by the Town of Truckee Building Division. ***(Planning Division Recommendation)***

92. The applicant shall pay all required impact fees as required by each respective District, including fire, school and recreation fees. Enforcement and clarification to any of these agency/district requirements and the necessary timing for satisfying these requirements is at the discretion of the respective agency/district. ***(Planning Division Recommendation)***

93. Exterior Lighting: Prior to building permit issuance, a lighting plan identifying locations, types, and lumens for all lights on site, including building and site lighting shall be submitted. All lights are required to be fully shielded and shall not trespass onto adjacent properties. The fixture design(s) shall be reviewed and approved by the Community Development Director for compliance with the Development Code and compatibility with the architecture. A photometric plan and/or a light output plan may be required if there appears to be lights close to property lines or if the Community Development Director determines that there is a potential excess of lighting.. If the photometric

study shows that light will trespass onto adjacent properties or the light output from the light fixtures overlap, the lighting plan shall be modified and/or light fixtures shall be removed. Timers and sensors are required to be used to ensure that excessive lighting is avoided. The lighting for the project, shall not exceed 100,0000 lumens per acre and shall be limited to the minimum necessary to address building code or safety concerns as identified by the Chief Building Official or lighting specialist. Lights shall be color corrected with warm color temperatures, 3,000K or less. ***(Planning Division Recommendation)***

94. Utilities: All new utilities to serve the subject property shall be undergrounded in accordance with the requirements of the Development Code and the Town Engineer. The entirety of this work shall be completed in conjunction with the grading plans for the development and shall be included in the engineered improvement plans prepared for this project. **(*Development Code Section 18.30.160)***

95. Any mechanical equipment, including individual air conditioning units and trash enclosures shall be screened from public view and designed to complement the adjacent building design. Screening shall be compatible in color and materials of adjacent buildings. All flashing, vents, gutters, and bear boxes shall be painted in a color to blend with adjacent building colors. ***(Planning Division Recommendation)***

96. Prior to building permit issuance, any/all roof-mounted and ground-mounted equipment shall be shown on the plans for review and approval. Roof-mounted equipment shall comply with the height requirements of the applicable zoning district. Prior to final occupancy, any/all roof-mounted and ground-mounted equipment shall be screened with an architectural compatible design, in accordance with Development Code Section 18.30.110.D. ***(Planning Division Recommendation)***

97. The project shall comply with the private exterior space requirements for multi-family residential projects per Development Code Section 18.58.180.A.2 (Private exterior space). A private exterior space (i.e., deck, balcony or patio) is required for each residential unit. The exterior space shall be provided as a private and immediately accessible area to the dwelling unit it is designed to serve. ***(Development Code Section 18.30.180)***

98. Prior to issuance of grading or building permits, the applicant shall pay a construction mitigation monitoring fee—as set by the Town fee schedule in effect at the time of building permit issuance—to the Planning Division for the monitoring of project during construction. The current construction mitigation monitoring fee is $1,423. ***(Planning Division Recommendation)***

99. The applicant must comply with Americans with Disabilities Act and California Building Code accessibility requirements. Compliance with these requirements is the responsibility of the business and building owner(s). ***(Building Division Recommendation)***

100. The applicant must comply with all current California Building Code requirements in effect at the time of a complete building permit submittal, including solar PV requirements. ***(Building Division Recommendation)***

101. The applicant is responsible for complying with all requirements of the Truckee Fire Protection District, including the following:

    - New developments are required to comply with the locally adopted and amended fire code that is in effect at the time the project is permitted. Complete plans must be submitted to the Fire District for review and approval. The developer will be responsible for plan review fees for both in house plan reviews as well as third party plan reviews conducted to ensure compliance

with the locally adopted fire code. The developer is required to comply with the Fire District's interpretation of the fire code as the authority having jurisdiction. Some typical interpretations include: providing Knox key box access for building control rooms and gates, providing markers and protection for fire hydrants, providing and maintaining pre-fire safety plans for Fire District use and limiting vertical combustible construction prior to completion of an emergency water supply. The Fire District has adopted a capital facilities mitigation program that applies to new developments. The developer will be required to pay fire mitigation fees at the appropriate rate when the project is permitted. The developer is required to comply with the Fire District's currently adopted defensible space ordinance throughout the life of the project. Locations of fire hydrants and fire department connections will need Fire District approval. This project will require aerial apparatus access in accordance with Appendix D of the California Fire Code.

- The Fire District has adopted a capital facilities mitigation program that applies to new developments. The developer will be required to pay fire mitigation fees at the appropriate rate when the project is permitted.
- The developer is required to comply with the Fire District's currently adopted defensible space ordinance throughout the life of the project.

Verification of compliance with the agency requirements is required prior to grading or building permit issuance. ***(Truckee Fire Protection District Recommendation)***

102. The applicant shall comply with all requirements of the California Department of Forestry and Fire Protection (CalFire). Verification of compliance with the agency requirements is required prior to grading or building permit issuance. ***(Planning Division Recommendation)***

103. The applicant is responsible for complying with all requirements of the California Department of Transportation (Caltrans), including the following:

    - Any project along or within the State's ROW requires an encroachment permit that is issued by Caltrans. The applicant must provide necessary documents including but not limited to environmental, cultural resources, traffic operations and hydraulics and mitigate effects on the State's highway right of way. Facilities proposed within the State R/W necessitate a Maintenance Agreement with the local entity. A pre-application is required.
    - No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities because of the project.
    - The developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems.
    - The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.
    - Any work performed within the State's highway R/W must meet all Caltrans design and construction standards and will require a Caltrans' Encroachment Permit

    Verification of compliance with the agency requirements is required prior to grading or building permit issuance. ***(CalTrans)***

104. The applicant is responsible for complying with all requirements of the Truckee Donner Public Utility District (TDPUD. Verification of compliance with the agency requirements is required prior to grading or building permit issuance. ***(Truckee Donner Public Utility District Recommendation)***

105. The applicant is responsible for complying with all requirements of the Truckee Sanitary District (TSD), including the following:

    - Soaring Ranch Phase 2 and Phase 3 have an existing 6" SDR 35 sewer lateral as a connection point. The owner shall verify, and submit to the District, that the sewer flows from both the Phase 2 and Phase 3 projects are within the design constraints of the existing 6" SDR 35 sewer lateral. If capacity is exceeded, an additional connection to the District's sewer main will need to be installed at the owner's expense.

    Verification of compliance with the agency requirements is required prior to grading or building permit issuance ***(Truckee Sanitary District Recommendation)***

106. The applicant is responsible for complying with all requirements of the Nevada County Environmental Health Department (NCEHD), including the following:

    - Prior to building permit issuance of any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any hazardous waste generators, the applicant shall submit plans and permit applications to the Nevada County Department of Environmental Health. Submitted plans shall be in accordance with the California Retail Food Facility Law, California Health and Safety Code Chapters 6.5 through 6.95 and the related State and County regulations as applicable. Applicants that qualify for these types of permits are strongly advised to contact Environmental Health early in the project design.
    - Prior to occupancy, any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any hazardous waste generators, shall secure an annual certificate of operation (Health Permit) as applicable.

    Verification of compliance with the agency requirements is required prior to grading or building permit issuance ***(Nevada County Environmental Health Department Recommendation)***

107. The project limits are located within Compatibility Zone D (Primary Traffic Pattern Zone) of the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP). An overflight easement is required for this zone. Day Care Facilities for greater than 14 children are discouraged in Zone D. The daycare facility shall be limited to no more than 14 children to ensure compatibility with the TTALUCP. ***(Nevada County Transportation Commission Recommendation)***

108. The project shall comply with the common open space requirements for multi-family residential projects per Development Code Section 18.58.180.A (Open space requirements), including common open space areas and common recreational amenities. As proposed by the applicant, the project's common open space areas shall include an area for active children's play, at least one bicycle maintenance station near the trail connection that includes tools to perform basic bike repairs and maintenance, and passive recreation and community interaction areas including, but not limited to, walkways and community gathering spaces. ***(Planning Division Recommendation)***

109. Each of the Project's four buildings shall include accessible elevator access. ***(Planning Division Recommendation)***

RESOLUTION 2022-12
EXHIBIT C

APPLICATION 2021-00000097/DP-PD AMD-UP-ZC
SOARING RANCH PHASE 3

FINDINGS

DEVELOPMENT PERMIT/PLANNED DEVELOPMENT/USE PERMIT/ZONING CLEARANCE:

1. **The proposed development is allowed within the subject zoning district and generally complies with all applicable provisions of the Development Code, Town Municipal Code, and Public Improvement and Engineering Standards.**

   The development is generally consistent with the Joerger Ranch Specific Plan and relevant Development Code, Town Municipal Code, and the Public Improvements and Engineering Standards, as modified by the recommended conditions of approval and mitigation measures. This finding is supported by the discussion contained in the "Discussion and Analysis" section of the August 16, 2022 Planning Commission staff report.

2. **The proposed development is consistent with the General Plan, any applicable Specific Plan, the Trails Master Plan, and the Particulate Matter Air Quality Management Plan.**

   The development is consistent with the Joerger Ranch Specific Plan, General Plan, Trails Master Plan, and Particulate Matter Air Quality Management Plan, as modified by the recommended conditions of approval and mitigation measures. This finding is supported by the discussion contained in the "Discussion and Analysis" section of the August 16, 2022 Planning Commission staff report.

3. **The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity and character of the surrounding neighborhood.**

   This finding is supported by the discussion contained in the "Discussion and Analysis" section of the August 16, 2022 Planning Commission staff report in conjunction with the recommended conditions of approval and mitigation measures.

4. **The project approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted.**

   The project is consistent with the adopted Joerger Ranch Specific Plan thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur), as discussed in the August 16, 2022 Planning Commission staff report. Concurrent with adoption of the Joerger Ranch Specific Plan, the Town certified an Environmental Impact Report (EIR) in March 2015. The EIR identified the range of environmental impacts associated with buildout of the Specific Plan and required implementation of mitigation measures to address and minimize these impacts. Buildout of the CR zone district was included in the Specific Plan and the current proposal is consistent with both the intensity and density of land uses envisioned within the Specific Plan.

Staff hired an environmental consultant (Dudek) to prepare a supplemental checklist to analyze the proposed project and identify any potential new impacts that would be created by the proposed mixed-use development in Phase 3. The consultant determined that the proposed Phase 3 project includes commercial and residential land uses that are consistent with the Specific Plan; however, the proposed project would construct up to 109 housing units, which is more than the JRSP EIR considered for the CR zone. Therefore, the supplemental checklist was prepared to determine if there would be project-specific effects or other changes requiring a supplemental CEQA document to be prepared. The consultant found that the proposed residential and commercial density/intensity is consistent with the previous EIR analysis, and that no additional environmental review is required. All relevant EIR mitigation measures have been incorporated into the project's resolution.

5. **There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed project would not be detrimental to public health and safety.**

   The Joerger Ranch Specific Plan outlines all the necessary utility infrastructure required of the project to make this finding. The project is consistent with the Specific Plan's requirements.

6. **The subject site is physically suitable for the type and density/intensity of development being proposed, and adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this Development Code, and served by streets adequate in width and pavement to carry the quantity and type of traffic generated by the proposed project.**

   This finding is supported by the discussion contained in the "Discussion and Analysis" section of the August 16, 2022 Planning Commission staff report in conjunction with the recommended conditions of approval and mitigation measures. All roadways and parking areas to serve the project site will be or are in compliance with the Town Development Code and Public Improvement Standards.

7. **The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health (NCDEH) and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.**

   The EIR includes mitigation measures to address this finding.

PLANNED DEVELOPMENT: (In addition to the findings above)

1. **The proposed project would produce a comprehensive development of superior quality (i.e. appropriate variety of structure placement and orientation opportunities, appropriate mix of land uses and structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than which might otherwise occur from the strict application of the provisions and standards identified in the Development Code.**

   This finding is supported by the discussion contained in the "Discussion and Analysis" section of the August 16, 2022 Planning Commission staff report in conjunction with the recommended conditions of approval and mitigation measures.

CEQA FINDINGS

The project is consistent with the adopted Joerger Ranch Specific Plan thereby precluding any

further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur). All relevant EIR mitigation measures have been incorporated into the project's resolution.

1. **The project is consistent with:**
    a. **A community plan adopted as part of a general plan**

        As discussed above and in the August 16, 2022 Planning Commission staff report, the project is consistent with the Joerger Ranch Specific Plan.

    b. **A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development or**

        The Joerger Ranch Specific Plan also adopted specific zone districts for the entire Plan Area and the proposed project is consistent with the allocated density.

    c. **A general plan of a local agency, and**

        The project is consistent with the Joerger Ranch Specific Plan, which is also consistent with the 2025 General Plan.

2. **An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan**

    The Joerger Ranch Specific Plan EIR was certified on March 24, 2015 by the Town of Truckee Town Council, which acted as lead agency for the project.

Attachment 2:

See plan set in Attachment 1 – Draft Resolution 2022-12

SOARING
RANCH

Letter of Justification & Project Description

Soaring Ranch – Phase 3

Background:

Soaring Ranch is located on approximately 16.3 acres within the northeast quadrant of the Joerger Ranch Specific Plan (JRSP) at the intersection of Soaring Way and Highway 267 in Truckee. In March 2018, the Town of Truckee Town Council approved multiple applications for Soaring Ranch Phase 1, including a Development Permit, Tentative Map and Planned Development. The overall development plan and associated infrastructure improvements were designed in accordance with the standards set forth in the JRSP. The Town Council determined Soaring Ranch to be consistent with the Joerger Ranch Specific Plan for which an EIR was previously certified.

On February 19th, 2021, the Town of Truckee Planning Commission approved Phase 2 of Soaring Ranch, which will be a mixed-use development consisting of 69 multi-family residential units (8 inclusionary + 61 market-rate) and approximately 33,000 sq. ft. of commercial space.

The Phase 3 project is proposed as a natural extension of the already-approved Soaring Ranch Phase 2 development. Phase 3 proposes a mixed-use development consisting mostly of multi-family housing with some additional commercial/retail offerings. The mix of uses proposed for Phase 3 was developed in response to the well-documented need for housing in Truckee, the rapidly changing dynamics associated with brick & mortar retail, and the more limited commercial/retail visibility at Phase 3 within the larger Soaring Ranch site. The need for a variety of housing types is well documented in the Truckee-Tahoe region, particularly for those considered to be earning income levels at the lower and mid-range of Nevada County AMI. Soaring Ranch Phase 3 as proposed would be particularly well suited towards providing much-needed housing for the "missing middle" income wage earners looking for convenient, quality housing close to goods & services and with good pedestrian and vehicular access and linkage.

Phase 3 Project Entitlements:

- **Development Permit**: Development Permit for a mixed-use development as described above in the "Project Description".

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- **Planned Development Amendment:** To revise the overall Soaring Ranch site plan to integrate the Phase 3 development proposal.
- **Use Permit:** To allow for multi-family residential units in the CR zoning district
- **Density Bonus**: To construct 18 low-income affordable units and 109 total units.

Project Description:

Soaring Ranch Phase 3 is a proposed mixed-use development consisting of multi-family housing and ground level commercial space. It would be immediately adjacent to Phase 2 to the west and in between the Hampton Inn and the Soaring Ranch Phase 1 (Raley's & Mountain Hardware) commercial center. The current housing density allowed on the approximately 6.06 acres Phase 3 site is 12 units/acre. The development proposal includes 24% inclusionary low-income housing for low-income individuals or families, which allows for up to a 50% density bonus. Consistent with this allowance, including the density bonus, the project proposes 109 multi-family units. In summary, 24% of the total unit count or 18 units would be inclusionary housing and 91 units would be market-rate housing (all rental units). In addition to the housing, two of the four buildings would include ground level commercial space for a total of approximately 7,834 sq. ft of commercial. Below is a summary of the proposed building program:

Building H
30 rental units (5 inclusionary, 25 market rate rental units)
4,891 sq. ft. of ground level commercial
46,844 sq. ft. overall

Building I
26 rental units (4 inclusionary, 22 market rate rental units)
29,677 sq. ft. overall

Building J

32 rental units (5 inclusionary, 27 market rate rental units)
40,124 sq. ft. overall

Building K

21 rental units (4 inclusionary, 17 market rate rental units)
2,943 sq. ft. of ground level commercial
33,030 sq. ft. overall

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Overall Summary

109 multi-family residential rental units

18 deed-restricted unit for lower income residents

- (3) 1-bedroom
- (10) 2-bedroom
- (5) 3-bedroom

7,834 sq. ft. of ground level commercial space

149,675 sq. ft. overall

Phase 3 is planned as a continuation of Soaring Ranch Phases 1 and 2 and will be designed to reinforce the concept of a live-work neighborhood with goods and services on-site, public transportation links nearby, and easy and efficient access to the Class 1 trail network. Additionally, there are plans for personal services and recreational amenities that would tie to the expanded public park/plaza area that lies between Phase 2 and Phase 3. The additional commercial space proposed in Phase 3 will be geared towards both neighborhood and regional use and may include such venues as a fitness center, a co-work office facility, etc.

Parking:

In accordance with Section 18.212.030 and State Density Bonus Law, the applicant is requesting a parking reduction:

a) *One space for each one-bedroom unit;*

b) *One and a half spaces for each two- or three-bedroom unit;*

c) *These off-street parking requirements are inclusive of ADA and guest parking;*

d) *Off-street parking will be provided through uncovered parking;*

These parking reductions are exclusive of concessions and incentives approved pursuant to Section 18.212.030 (Concessions and Incentives).

- **Retail** – 1 space per 250 sq. ft.
  - 7,834 sq. ft. = 32 spaces
- **Multi-family dwellings** – Per State Density Bonus Law
  - (16) 1-bedroom units = 16 spaces
  - (93) 2-bedroom + 3 bedroom units = 140 spaces

Total Required Parking = 32 (retail) + 156 (residential) = 188 spaces
Total Proposed Parking = 32 (retail) + 156 (residential) + 3 (guest) = 191

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Findings – Development Permit / Use Permit

1. ***The proposed development is allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district and generally complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards.***

The proposed development is generally consistent with the Joerger Ranch Specific Plan, Development Code, Town Municipal Code and Public Improvement Engineering Standards. Mixed-use development is allowed within the CR zoning district subject to approval of a Use Permit. The project meets the required setbacks, height limits, density, and FAR requirements.

2. ***The proposed development is consistent with the Town of Truckee General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.***

The adopted Joerger Ranch Specific Plan established zoning, land uses, standards, and guidelines for development on this site and was found to be consistent with the General Plan. This project is consistent with the Specific Plan, as discussed above.

3. ***The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity and character of the surrounding neighborhood.***

The adopted Joerger Ranch Specific Plan established design guidelines specific to each applicable zoning district. The project design and architecture are consistent with those design guidelines and are in keeping with the character of the surrounding area.

4. ***The Use Permit / Development Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted.***

The certified EIR for the overall Specific Plan found that development on the site would not have a significant impact on the environment. Specific findings confirming such were adopted as part of the resolution approving the Specific Plan and certifying the EIR. All relevant mitigation measures have been incorporated into the resolution approving the Specific Plan. The project is consistent with the Specific Plan and therefore exempt from further environmental review per CEQA Guidelines Sections 15183.

5. ***There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.***

As part of the Joerger Ranch Specific Plan approval process and certified resolutions, Truckee Sanitary District (sewer), Truckee Donner Public Utility District (water & electrical), Truckee Fire Protection District, and Town Engineering reviewed the documents and confirmed existing and required infrastructure to ensure adequate provisions would be in place prior to building occupancy. Facilities fees for all agencies, including water, sewer, and fire are required prior to building permit issuance.

6. ***The subject site is physically suitable for the type and density/intensity of development being proposed; adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code; and served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.***

The proposed development is consistent with the adopted Joerger Ranch Specific Plan. That plan evaluated the site's physical capabilities and was validated by a certified Environmental Impact Report (EIR). The EIR concluded the site was physically suitable for the density and intensity being proposed.

The project is served by existing roadways that meet Town standards, including Soaring Way, Brockway Road, Highway 267, and Joerger Drive. Traffic studies have been

conducted to determine necessary incremental improvements to these roadways and intersections to maintain proper LOS.

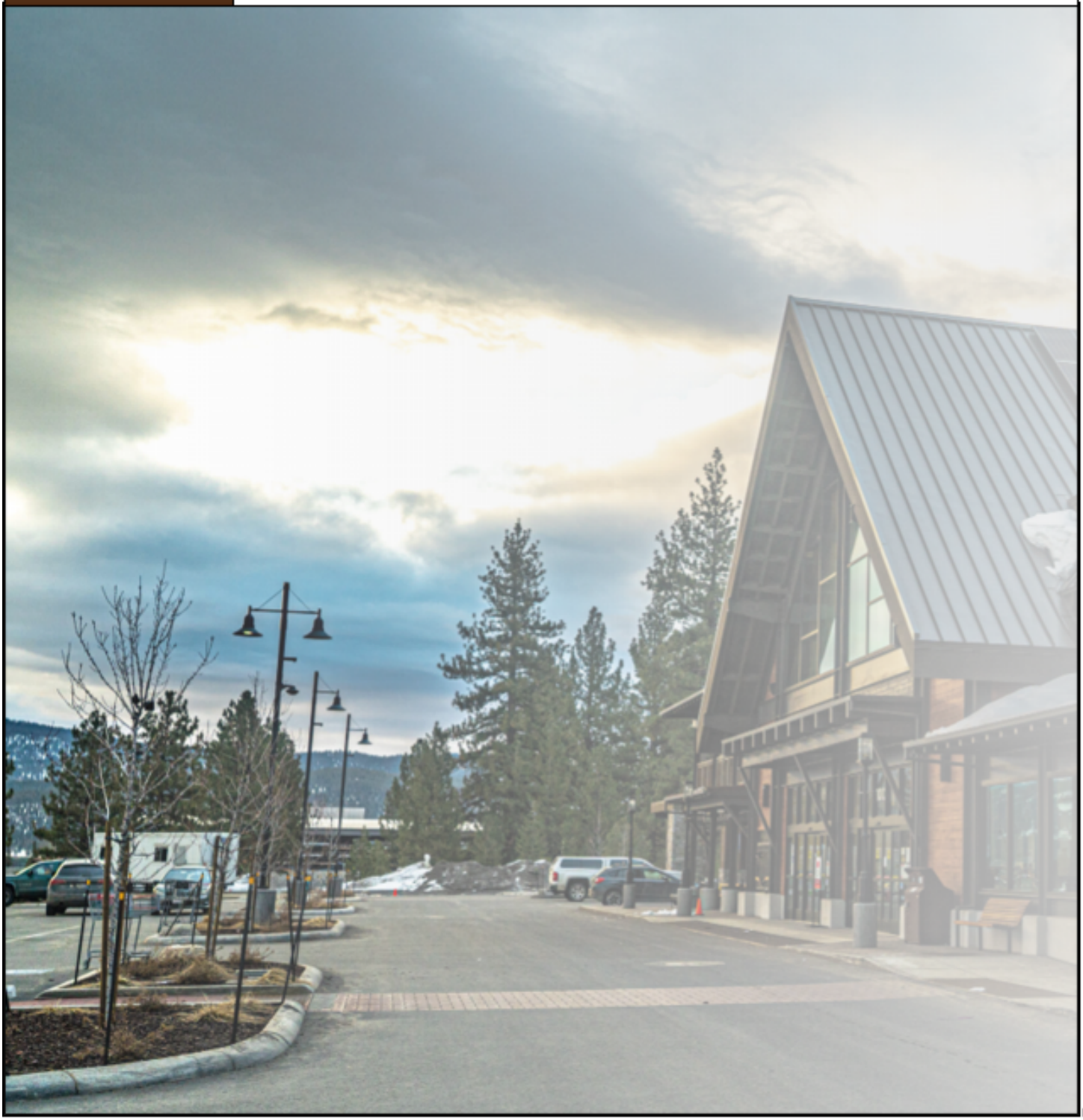
7. ***The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use and disposal of hazardous materials.***

As part of the Joerger Ranch Specific Plan approval process, it was determined that the proposed uses and densities allowed in the Plan were consistent with Town and County regulations. Mitigation measures included in the certified EIR also address this finding.

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Soaring Ranch

Operational Snow Off-Haul Plan



Operational Snow Off-Haul Plan
Soaring Ranch -Phase 1-3

I. Introduction

Ruppert, Inc operates under one California Contractors license with two classifications: A General Building Contractor (B) classification and a General Engineering Contractor (A) classification. The primary company business is residential and commercial excavation site-work, Paving and material hauling during the summer months. During winter months, the company switches focus and primarily does commercial snow removal, focusing on public and private roadways, private parking lots and condo/housing communities, the snow operations are run under a DBA; Alpine Snow Removal.

II. Equipment

Snow and Ice removal is dependent on the efficient utilization of personnel, equipment, and materials. Ruppert, Inc. has the ability and infrastructure to handle the snow removal for residential and commercial sites. The CAT 950M loaders would be those assigned to Soaring Ranch Phases 1-3 with as much hand-shoveling as would be required.

Equipment Make/Model	Equipment Year	Quantity
John Deere 544K	2010-2012	3
John Deere 544L	2018	1
John Deere +55K	2002	1
CAT 950 M Loader	2016-2017	2
New Holland Blower TV 140	2001	1
New Holland TV 6070	2012-2014	2
672 G All Wheel Drive Motor Grader w/ Front Plow	2012	1
Wheel Loader Mount Blower		2
SuperDump Dump Truck	2000-2021	5
EndDump Dump Truck	2016-2021	3

III. General Procedures

Current weather conditions are continually monitored by the on-duty supervisor utilizing National Weather Service Doppler Radar for the Truckee region. At an approximate accumulation of 4-inches the on-duty supervisor will implement the Operational Snow Off-Haul Plan and notify staff who are on standby to respond accordingly.

Ruppert, Inc. estimates a 2-hour plan response from the winter weather event occurrence during and after normal work hours. Primary ingress/egress and drive aisles are the priority, along with handicapped access clearance to ensure that persons with disabilities have a clear path, followed by secondary drive aisles and parking stalls. While all other available equipment is being used to clear all accessible areas, operators on utility vehicles and on foot personnel will clear inaccessible (by all other equipment) steps, walkways, handicapped ramps and patios. In all circumstances, crew efforts should be governed by the need to provide safe pedestrian surfaces along walkways.

A thin layer of sand will be applied with applications stopped 15-20 feet away from building entrances to avoid excess entry of sand into the buildings. The application of salt to icy patches should be performed as a last measure because of the deleterious effects it has on the interior floor surface. However, safety should always be the primary focus; therefore, salt will be applied if the previously outlined methods are not effective in eliminating the accumulation of ice.

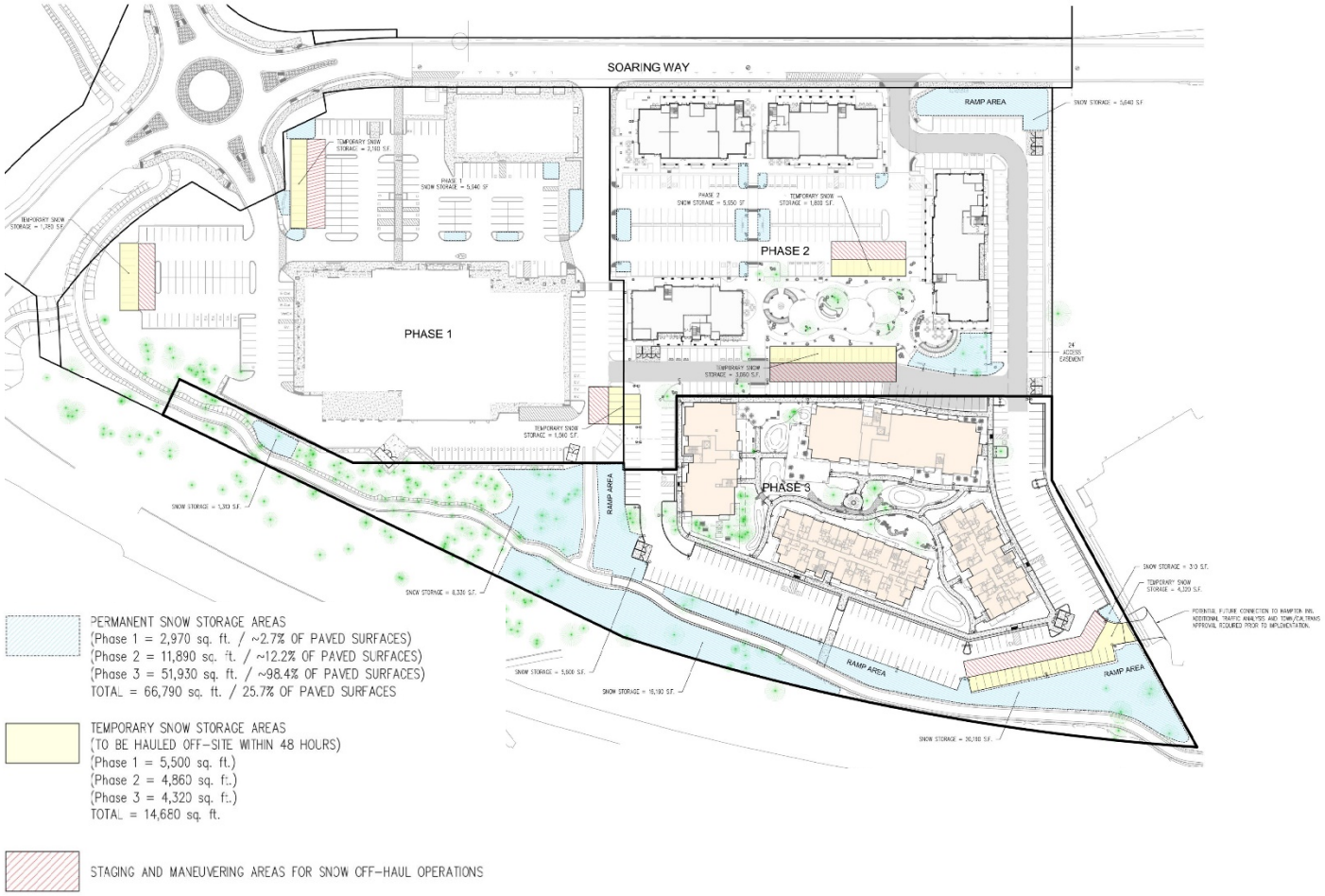
Ruppert, Inc continues to monitor the icy conditions up to 7 days after any snow event, applying any needed sand and ice melt to sidewalks, ice patches, and walkways, to prevent icy conditions.

SNOW STORAGE & OFF-HAUL

Snow storage areas are located on site at various locations that have a minimum of 10 feet in any direction. Snow storage areas shall be substantially free and clear of obstructions and may not be located within stormwater treatment facilities. In the event on-site snow storage reaches max capacity within the “Permanent Snow Storage Areas” as depicted on Exhibit A, snow shall be piled within “Temporary Snow Storage Areas” and loaded/transported to a Town-approved, off-site storage area within 48 hours. Staging and maneuvering of equipment necessary to stockpile, load and transport the snow are located adjacent to temporary snow storage areas. It is the responsibility of the property owner AND snow removal contractor to ensure the following:

- NO parking lot snow shall be moved onto any trail(s);
- Appropriate safety measures shall be taken to ensure safe use and operation of the trail(s) before, during and after snow removal operations occur.

Operational Snow Off-Haul Plan
Soaring Ranch -Phase 1-3



SNOW STORAGE - EXHIBIT A

IV. Points of Contact

The following organizations play a key role in the execution of the Operational Snow Off-Haul Plan:

<u>Snow Removal & Off-Haul</u>

RUPPERT, INC.
11168 West River Street
Truckee, CA 96161
(530) 587-4509

~ Key Points of Contact ~

Contact Name	Position/Title	Phone #
Nathan Ruppert	CEO, President	530.587.4509
Timothy Ruppert	CFO, Vice President	530.587.4509
Liz Tye	Controller	530.587.4509
Emergency Snow Extension Monitored by Personnel 24/7		530.587.4509 option 3

V. Snow Removal Agreement

Refer to Ruppert (DBA: Alpine Snow Removal) Snow Removal Contract with JMar-1, LLC.

VI. Off-Site Snow Storage Location

The off-site location for snow storage is along Joerger Drive (APN 019-620-037), owned by Truckee Tahoe Airport District (TTAD) and located in close proximity to the Soaring Ranch site (Refer to the letter dated March 15, 2022 from TTAD to JMA Holdings, LLC and the Joerger Encroachment Permit issued to Ruppert, Inc. by the Town of Truckee). In the event this property is unavailable to store snow in the future, an alternate location will be identified in writing by the property owner within 30 days and submitted to the Town of Truckee for review and approval prior to use. Property owner may also request to the Town that snow storage be allowed on APN 019-620-062, the "Open Space" parcel northwest of the Soaring Way / Joerger Drive roundabout, as identified in the Joerger Ranch Specific Plan. Utilization of the "Open Space" parcel will likely require improvements that will need to be approved by the Town and implemented by the Soaring Ranch property owner prior to using that parcel as a snow storage location.

Truckee Tahoe Airport District
10356 Truckee Airport Rd.
Truckee, CA 96161

March 15, 2022

Sent via email to dtirman@jmaholdingsllc.com
David Tirman, AIA
JMA Holdings, LLC
P.O. Box 217
Truckee, CA 96160

RE: Off-Haul Snow Storage: Soaring Ranch, 10001 Soaring Way, Truckee, CA 96161

Mr. Tirman,

The Truckee Tahoe Airport District (TTAD) hereby grants the property owner(s) of Soaring Ranch permission to utilize up to 1.5 acres of Truckee Tahoe Airport District property located on Joerger Drive (aka APN 019-620-037) for the sole purpose of snow storage, in accordance with the Operational Snow Off-Haul Plan for Soaring Ranch (APN's 019-620-065; -066; and -077).

This agreement shall be in place for 5 years from the date of this letter, unless revoked for any reason by TTAD. Should the TTAD property become unavailable, it is the responsibility of the Soaring Ranch property owner to identify another suitable location within 30-days and submit written documentation of the change to the Town of Truckee for review and approval.

Sincerely,

Hardy S. Bullock, A.A.E.
Director of Aviation & Community Services
Truckee Tahoe Airport District (KTRK)
10356 Truckee Airport Rd.
Truckee, CA 96161

SOARING
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Affordable Housing Agreement
Soaring Ranch - Phase 3
July 30, 2021

This Affordable Housing Agreement has been prepared in accordance with Town of Truckee Development Code Section 18.210.090 – Affordable Housing Agreement:

A. Project Description.

Soaring Ranch-Phase 3 (Project) is located on approximately 6.1 acres within the northeast corner of the CR zoning district, adjacent to Soaring Ranch – Phases 1 & 2 and the Hampton Inn. The Project proposes a mixed-use development with ground floor commercial space and multi-family residential units. The Project is consistent with Table 4.1A of the JRSP, which allows for commercial uses and housing densities up to 12 units/acre.

The project proposes a total of 109 multi-family housing units including 1-bedroom (16 units), 2-bedroom (63 units) and 3-bedroom (30 units). All residential units will be available to rent and none will be offered for purchase.

A density bonus is requested in accordance with Development Code Section 18.212.070.B, Table 7-2. By providing eighteen (18) units deed restricted to "lower income" residents, the project is entitled to up to a 50% density bonus, which would allow for up to 110 total units (i.e. 6.06 acres x 12 DUA x 1.5 = 110[1]). As proposed, the project includes 109 units including 91 market rate rental units plus 18 rental units restricted to qualified lower income residents.

The project proposes 4 mixed-use buildings identified on the Overall Site Plan as Buildings H, I, J and K:

Building H
30 rental units (5 inclusionary, 25 market rate rental units)
4,891 sq. ft. of ground level commercial
46,844 sq. ft. overall

Building I
26 rental units (4 inclusionary, 22 market rate rental units)
29,677 sq. ft. overall

[1] Pursuant to the Density Bonus Law, "[a]ll density calculations resulting in fractional units shall be rounded up to the next whole number." (Gov. Code, § 65915, subd. (f)(5).)

Building J

32 rental units (5 inclusionary, 27 market rate rental units)
40,124 sq. ft. overall

Building K

21 rental units (4 inclusionary, 17 market rate rental units)
2,943 sq. ft. of ground level commercial
33,030 sq. ft. overall

Overall Summary

109 multi-family residential rental units

18 deed-restricted unit for lower income residents

- (4) 1-bedroom
- (10) 2-bedroom
- (4) 3-bedroom

7,834 sq. ft. of ground level commercial space

149,675 sq. ft. overall

B. Affordable Units.

Eighteen (18) affordable units will be restricted for qualifying "lower income" residents. The affordable units will be equally dispersed throughout the 4 buildings as identified in the Project Description.

Bldg H – 5 affordable units
Bldg I – 4 affordable units
Bldg J – 5 affordable units
Bldg K – 4 affordable units

C. Density Bonuses, Incentives and/or Concessions.

In accordance with Development Code Section 18.212.070, the applicant is requesting a density bonus and parking reductions as follows:

1. Density Bonus

- 72.72 units allowed per zoning (6.06 acres x 12 units/acre = 72.72 units)
- 24% restricted to "lower income" = 18 units (72.7 x 0.24 = 17.5)
- 50% density bonus allowed for 24% lower income units, per Density Bonus Law
- 72.72 units x 1.50 = 110 maximum units allowed including density bonus units

- Project includes 72 units allowed + 37 density bonus units = 109 units total
  - 91 market rate rental units
  - 18 lower income affordable rental units

2. <u>Parking Reduction</u>

In accordance with Section 18.212.040 and State Density Bonus Law, the applicant is requesting a parking reduction:

a. One space for each one-bedroom unit;
b. One and a half spaces for each two- or three-bedroom unit;
c. These off-street parking requirements are inclusive of handicapped and guest parking;
d. Off-street parking will be provided through uncovered parking;

These parking reductions are exclusive of concessions and incentives approved pursuant to Section 18.212.040 (Concessions and Incentives).

3. <u>Concessions</u>

The development is allowed 3 incentives or concession based on the percentage of affordable units proposed.

D. Terms, Provisions and Restrictions.

The applicant agrees to the following terms, provisions and restrictions:

- Eighteen (18) affordable units will be deed restricted and comply with Section 18.212.070.A
- The affordable units shall remain affordable to lower income residents for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.
- The units targeted for lower income households shall be affordable at a rent that does not exceed 30% of 80% of the area median income as calculated in accordance with Section 18.210.050.A (Affordable Rent) and the Administrative Guidelines and Procedures.
- Applicant eligibility and initial rental amounts for the affordable units shall be based on the Official State Income Limits (adjusted for family size) in effect at the time of final Certificate of Occupancy
- The income limit shall be adjusted based on family size.

E. Monitoring

Monitoring of the above-listed terms, provisions and restrictions will be the responsibility of the property management. A full-time property manager will review all applications and verify employment and qualification criteria.

Marketing will also be conducted by the property management via local media.

LSC TRANSPORTATION CONSULTANTS, INC.

2690 Lake Forest Road, Suite C
P. O. Box 5875
Tahoe City, CA 96145
(530) 583-4053
FAX (530) 583-5966
Email: lsc@lsctahoe.com
Website: www.lsctrans.com

June 10, 2022

Scott Mathot, PE
Town of Truckee
10183 Truckee Airport Road
Truckee, CA 96161

RE: Soaring Ranch Phase 3 Development—
Intersection Evaluation

Dear Mr. Mathot:

Per your request, LSC Transportation Consultants, Inc. has prepared an intersection evaluation regarding proposed Phase 3 of the Soaring Ranch Project, located on the south side of Soaring Way within the Town, southeast of the existing Raley's shopping center and immediately south of the planned Soaring Ranch Phase 2 development. First, 'existing conditions' traffic volumes are described, including the recently constructed Phase 1 (Raley's) and Truckee Tahoe Lumber Company (TTLCo) uses located along the south side of Soaring Way, as well as the planned Phase 2 uses. Next, the site-generated traffic volumes are estimated, and the trip generation of the current Soaring Ranch proposal (Phases 1-3) is compared to that of Phases 1 and 2 from the 2016 Raley's traffic study. Traffic operational impacts are evaluated for the following intersections, and potential mitigation measures are identified and assessed:

1. State Route (SR) 267 / Brockway Road / Soaring Way
2. SR 267 / Schaffer Mill Road / Airport Road
3. Soaring Way / Raley's Central Driveway (Phase 3 Site Access)
4. Soaring Way / Soaring Ranch Phase 2 Driveway (Phase 3 Site Access)

Finally, transit facilities and the existing Park and Ride program are discussed.

Project Description

The proposed Soaring Ranch Phase 3 (Phase 3 Project) land uses are as follows:

- 11,674 square feet of Commercial Floor Area, consisting of the following uses:
  - 7,834 square feet of shopping center
  - 3,840 square feet of day care center

- 109 multi-family residential units (rental units)

- 91 market rate units
- 18 affordable housing units (low-income)

No food or beverage uses are anticipated in Phase 3. Other on-site amenities are intended for use by Soaring Ranch residents and guests and are therefore not assumed to generate external vehicle trips on busy traffic days. The proposed residential units consist of a mix of 1-, 2-, and 3-bedroom units. Access to the project site would be provided via connections to the Phase 2 site to the north and the Raley's shopping center parking lot, as shown in the site plan (Attachment A). There is a potential future roadway connection between the Phase 3 site and the Hampton Inn parking lot to the southeast, although this connection is not assumed for purposes of this study.

Existing Traffic Volumes

Year 2020 volumes at the SR 267/Brockway Road/Soaring Way intersection and at the other intersections along Soaring Way are provided in the *Soaring Ranch Phase 2 Intersection Evaluation* (LSC Transportation Consultants, Inc., October 22, 2020). A review of Caltrans peak hour traffic volumes and trends indicates that the growth on SR267 within the study area has remained relatively flat up to 2020 (most recent year of available data). Year 2018 volumes at the SR 267/Schaffer Mill Road/Airport Road intersection were developed as a part of the Town of Truckee 2018 Traffic Count Program. The through volumes at the two SR267 intersections were balanced. Next, the estimated traffic volumes generated by the planned Phase 2 development were added to the intersections. The resulting 'existing no project' intersection PM peak-hour turning-movement volumes are shown in Table 1.

TABLE 1: Existing No Project Traffic Volumes (Includes Previous Phases 1-2 and Lumberyard Uses)
Scenario 1

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
SR267 (N/S)/Brockway/Soaring (E/W)	306	974	56	220	581	143	177	155	320	59	238	320	3549
Soaring/Raley's Central Driveway	90	0	21	0	0	0	0	167	109	21	258	0	666
Soaring/Phase 2 East	23	0	11	0	0	0	0	161	27	14	256	0	492
SR267 (N/S)/Airport/Schaffer Mill (E/W)	26	930	154	40	830	122	326	137	98	88	18	92	2861

Trip Generation

Trip generation is the evaluation of the number of vehicle-trips that will either have an origin or destination at the project site. Trip generation for the project evaluates the number of vehicle trips that would be generated by the proposed land uses under existing year conditions. This analysis is conducted by first identifying appropriate "base" trip generation rates, multiplying these rates by the proposed land use quantities associated with Phase 3, and then applying appropriate adjustment factors to reflect the specific characteristics of the project and its location. Daily one-way vehicle-trips and peak-hour vehicle-trips must be determined to analyze the potential impacts from the proposed development. The trip generation analysis is summarized in Table 2.

The traffic engineering profession has developed an extensive database regarding the traffic generated by common land use types, as documented in the Institute of Transportation Engineer's (ITE) *Trip Generation, 11th Edition* manual (ITE, 2021). This document is typically used as the basis for traffic analyses in the Town of Truckee. In addition, incorporating locally-observed trip rates into the trip generation analysis is considered herein for the proposed residential uses.

TABLE 2: Soaring Ranch Phase 3 - Trip Generation

Description	ITE Code	ITE Land Use	Quantity	Units	Trip Generation Rates[1] Daily	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Reduction for Internal Trips[2]	Reduction for External Non-Auto Trips	Project Generated Vehicle Trips at Site Driveways[3] Daily	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Reduction for Diverted Trips	New Trips on External Roadways Daily	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Soaring Ranch Phase 3																			
Commercial Land Uses																			
Retail Store	820	Shopping Center	7.83	KSF	37.01	1.63	1.77	3.40	11%	3%	250	11	13	24	34%	165	7	9	16
Day Care	565	Day Care Center	3.84	KSF	47.62	5.23	5.89	11.12	20%	5%	139	15	17	32	0%	139	15	17	32
Subtotal Commercial			*11.67*	*KSF*							*389*	*26*	*30*	*56*		*304*	*22*	*26*	*48*
Residential Units																			
Market Rate Units	220	Multi-Family Low Rise	91	DU	6.74	0.32	0.19	0.51	13%	16%	446	21	13	34	0%	446	21	13	34
Low-Income	220	Multi-Family Low Rise	18	DU	6.74	0.32	0.19	0.51	13%	16%	88	4	3	7	0%	88	4	3	7
Subtotal Residential			*109*	*DU*							*534*	*25*	*16*	*41*		*534*	*25*	*16*	*41*
TOTAL PHASE 3											**923**	**51**	**46**	**97**		**838**	**47**	**42**	**89**

NOTE: KSF = 1,000 square feet of floor area

NOTE: DU = Dwelling Unit

NOTE 1: Trip generation rates are based on Trip Generation, 11th Edition (ITE, 2021). Weekday and Weekday 4-6 PM Rates used.

NOTE 2: Internal trip reductions are based on the methodologies and procedures outlined in the Trip Generation Handbook, Third Edition (ITE, September 2017).

NOTE 3: The trips at the site driveways are not all new trips on the adjacent roadway network.

Source: LSC Transportation Consultants INC.

The trip generation associated with the Phase 3 Project is primarily based upon the ITE trip rates, modified as discussed below to reflect various factors that tend to reduce the traffic generation of the project. As shown in the upper portion of the table, standard ITE trip generation rates are applied to the proposed commercial uses to estimate daily and PM peak-hour trip generation. This analysis is in accordance with the "Recommended Procedure for Selecting between Trip Generation Average Rates and Equations" methodology presented in the *Trip Generation Handbook, 3rd Edition* (ITE, 2017). The trip generation of the proposed residential units is based on ITE's "Multi-Family Low-Rise" land use (ITE Land Use Code 220).

Local Trip Generation Data

Given the importance of traffic issues in the Tahoe/Truckee Region, there is a concern that the standard ITE trip generation rates (based on nationwide observations, much of which are made in larger urban areas) do not necessarily reflect traffic generation characteristics of the Tahoe/Truckee area. This analysis uses ITE trip generation rates, which is supported by local data as described below. An analysis of trip generation rates in the North Tahoe/Truckee area was recently conducted by LSC (under the direction of Placer County) as an element of the North Tahoe Resort Triangle Transportation Plan. Traffic, bicyclist and pedestrian counts were conducted at lodging, multi-family residential and single-family residential sites. Incorporating the locally-observed trip generation rates into the trip generation analysis for the Phase 3 Project is considered herein for the proposed multi-family uses.

Daily trip generation data was only collected at one multi-family residential site (Frishman Hollow, a very-low-income housing development in Truckee that consists of 16 two-bedroom and 16 three-bedroom units). The observed weekday daily trip rate was about 83% higher than the standard ITE rate for multi-family low-rise housing. The *Trip Generation Handbook* provides guidance on the use of local data to estimate trip generation. Data should be collected at a minimum of three sites. Given that daily trip generation data is only available from one local site, the proposed Soaring Ranch units are better-served by commercial uses, and the proposed units include some smaller (1-bedroom) units, the observed daily trip rates at Frishman Hollow do not appear to be applicable to the proposed project.

PM peak-hour trip generation data was only collected at one market-rate multi-family site (Lake Forest Glen condominiums in Tahoe City). The observed PM peak-hour rate was approximately 37% lower than the standard ITE rate for multi-family housing. However, to remain conservative in this analysis and as PM trip generation data is only available from one local market-rate site, which has a mix of permanent and seasonal residences and pools, tennis courts and other amenities, the observed PM rates are not applied to the proposed market-rate units.

PM peak-hour trip generation data was collected at four existing low-income and very-low income housing developments, as follows:

- Kings Beach Housing Now (1-, 2- and 3-bedroom units)
- Sawmill Heights (studios, 1-, 2-, 3- and 4-bedrooms)

- Henness Flat (2- and 3- bedrooms)
- Frishman Hollow (2- and 3-bedrooms)

The observed weighted average weekday PM peak-hour trip rate (approximately 0.59 vehicle trips per unit) is about 15% higher than the standard ITE rate for multi-family housing (0.51). Developments with larger units had significantly higher observed trip rates than those with more studio or 1-bedroom units. The observed PM rates at the Henness Flat and Frishman Hollow developments (approximately 0.95 and 1.34 vehicle trips per unit, respectively) are about 86%-262% higher than the standard ITE rate for multi-family low-rise housing (0.51). However, as the proposed Soaring Ranch units are better-served by commercial uses, and the proposed units include some smaller (1-bedroom) units, the observed daily trip rates at Henness Flat and Frishman Hollow do not appear to be applicable to the proposed project. The Sawmill Heights trip rate (0.62) is also not appropriate given that those units are located relatively far from commercial attractions.

The Kings Beach Housing Now site is relatively similar to the proposed Soaring Ranch site. The observed average weekday PM peak-hour trip rate at Kings Beach Housing Now was approximately 0.51 vehicle trips per unit, which matches the standard ITE rate. After the 5% non-auto reduction (discussed below) is applied to the ITE rate, the effective trip rate is 0.48 vehicle trips per unit, which is about 6% lower than Kings Beach Housing Now rate. The *ITE Trip Generation Handbook* suggests that the weighted average rate for the local counted sites may be appropriate for use if it's at least 15% higher or lower than the comparative ITE standard rate. As the observed trip rate at Kings Beach Housing Now is relatively close to the standard ITE rate for multi-family housing, the observed PM rates are not applied to the proposed units.

Internal Trips

A portion of the total trips generated by the Soaring Ranch Phase 3 development are expected to be comprised of trips remaining within the Raley's shopping center and Soaring Ranch area, as is typical of mixed-use developments. For example, some trips generated by the residential uses can be expected to be made to/from the on-site daycare center and/or the adjacent retail uses. It is appropriate to apply a reduction for these internal trips, as they would not affect the site access points on Soaring Way. The internal trip generation of the proposed project is estimated based upon the internal capture rates for trip origins and destinations within a multi-use development presented in the ITE *Trip Generation Handbook,* adjusted to reflect local conditions.

The proposed daycare center is assumed to be open to the general public. Based on the trip generation of the Soaring Ranch uses relative to that of the daycare, and a review of recent studies of other daycare facilities, about 20 percent of trips made to/from the proposed daycare facility are estimated to be made internally (to/from other Soaring Ranch uses). Approximately 11 percent of trips to/from the Phase 3 retail uses and 13 percent of trips to/from the Phase 3 residential uses are estimated to be made internally. Note that the reductions for internal trips reflect internal trips made via both automobile and non-auto modes.

Non-Auto Reduction

The site is located within walking distance of transit stops and a Class I trail (bike path) system.

Some of the trips made to/from the site will be via non-auto modes, such as transit, pedestrian and bicycle trips. The trip generation rates presented in the ITE *Trip Generation* manual reflect a negligible level of transit use and the modest level of pedestrian/bicycle travel found in typical suburban settings. The majority of project-generated trips made by pedestrians or bicyclists would be made to/from the adjacent Raley's shopping center. Approximately 3% of external trips made to/ from Phase 3 retail uses, 5% of external trips to/from Phase 3 daycare and 16% of external trips to/ from residential units are estimated to be made by non-auto modes. These reductions are applied in the table.

Trip Generation at Site Driveways

The number of vehicle trips generated at the site driveways on Soaring Way is estimated by subtracting the internal trips and external non-auto trips from the total trip generation. As shown in the right-hand portion of the table, the estimated total external trip generation at the site driveways is calculated to be approximately 923 daily one-way vehicle trips, of which 97 (51 inbound and 46 outbound) occur during the PM peak hour. Note that not all of these trips would be "new" trips to the surrounding roadway network, as some would be diverted trips, as follows.

Diverted Trip Reductions

A portion of trips associated with the proposed land uses are expected to be "diverted" trips, or trips attracted from the traffic on roadways within the vicinity of the generator (but without direct access to the site). As an example, a Northstar resident commuting to work in downtown Truckee passing by the site along SR 267 might stop at the site, thereby generating new trips on Soaring Way and the site access driveway, but not generating new trips along SR 267. The portion of diverted trips generated by the proposed commercial uses is estimated based upon a review of average pass-by trip percentages provided in the ITE *Trip Generation Handbook* for the proposed land use types. As shown in the right-hand portion of the table, approximately 34 percent of the PM peak-hour project-generated external trips made to/from the Phase 3 retail uses are expected to consist of diverted traffic. No diverted trips are associated with the daycare and residential uses.

Trip Generation on External Roadways

Subtracting the diverted trips from the total trip generation yields the number of "new" vehicle trips generated on the adjacent roadway network. As shown in the far-right columns of Table 2, the Phase 3 project is estimated to generate a total of approximately 838 new daily one-way vehicle trips on the external roadway network, of which 89 (47 inbound and 42 outbound) occur during the PM peak hour.

Trip Distribution and Assignment

Trip distribution for the proposed Soaring Ranch Phase 3 Project under existing year conditions is estimated based upon a review of the trip distribution patterns developed for the Phase 2 Project and the locations of complementary land uses in the surrounding area. The estimated commercial and residential trip distribution patterns are provided in Table 3. As indicated, almost half (48%) of the external trips generated by the proposed Phase 3 commercial uses are expected to be made

to/from SR 267 north of the site (via the SR 267 Bypass). Similarly, the majority (56 percent) of Phase 3 residential trips would be made via the SR 267 Bypass.

TABLE 3: Soaring Ranch Phase 3 - Trip Distribution

Origin / Destination	Distribution of Project Trips: Commercial	Residential
Soaring Ranch Phase 3		
SR 267 North	48%	56%
SR 267 South	5%	4%
SR 267 South - via Truckee Airport Road	17%	12%
Truckee Airport Road - from the Airport	4%	4%
Brockway Road, West of Martis Drive	21%	19%
Joerger Drive	2%	4%
Hope Court	3%	1%
Total	*100%*	*100%*

Source: LSC Transportation Consultants, Inc. Soaring Ranch Phase 3.xlsx

Applying the estimated distribution pattern to the project-generated trips and adjusting the volumes to reflect diverted trips yields the resulting 'project net impact' on PM peak-hour intersection turning-movement volumes, shown in Table 4. Adding these volumes to the 'no project' volumes yields the 'existing with project' volumes provided in Table 5.

TABLE 4: Soaring Ranch Phase 3 - Project Net Impact Traffic Volumes

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
SR267 (N/S)/Brockway (E/W)	0	-2	3	26	-2	0	0	10	0	4	8	23	70
Soaring/Raley's Central Driveway	37	0	2	0	0	0	0	13	27	0	0	0	79
Soaring/Phase 2 East	0	0	7	0	0	0	0	2	13	11	0	0	33
SR267 (N/S)/Airport/Schaffer Mill (E/W)	0	-1	9	0	-2	0	0	0	0	7	1	0	14

TABLE 5: Soaring Ranch Phase 3 - Existing With Project Traffic Volumes

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
SR267 (N/S)/Brockway (E/W)	306	972	59	246	579	143	177	165	320	63	246	343	3619
Soaring/Raley's Central Driveway	127	0	23	0	0	0	0	180	136	21	258	0	745
Soaring/Phase 2 East	23	0	18	0	0	0	0	163	40	25	256	0	525
SR267 (N/S)/Airport/Schaffer Mill (E/W)	26	929	163	40	828	122	326	137	98	95	19	92	2875

Trip Generation Comparison With 2016 Study

The trip generation of the current Soaring Ranch proposal (including Phases 1-3) is compared to that of Phases 1 and 2 from the 2016 *Raley's Shopping Center Phase 1 Traffic Impact Analysis* (LSC Transportation Consultants, Inc., 2016), and the results are presented in Table 6. As indicated, the current proposal generates substantially less traffic than the 2016 proposal. For instance, the current proposal would result in only roughly 67 percent of the level of "new" daily trips on external roadways as identified in the 2016 proposal.

TABLE 6: Trip Generation Comparison Between 2016 Study and Current Proposal

Description	ITE Code	ITE Land Use	Quantity	Units	Project Generated Vehicle Trips at Site Access				New Trips on External Roadways			
						PM Peak Hour				PM Peak Hour		
					Daily	In	Out	Total	Daily	In	Out	Total
2022 Raley's / Soaring Ranch Trip Generation Update[1]												
Raley's Phase 1												
Grocery Store	850	Supermarket	35.48	KSF	3,713	169	160	329	2,376	108	103	211
Pad Building	820	Shopping Center	9.29	KSF	288	14	15	29	190	9	10	19
Mountain Hardware	816	Hardware / Paint Store	11.03	KSF	333	11	13	24	246	8	10	18
		Total Raley's Phase 1	***55.80***	***KSF***	***4,334***	***194***	***188***	***382***	***2,812***	***125***	***123***	***248***
		Additional Internal Reduction of Phase 1 as a result of Phase 2			*-397*	*-17*	*-18*	*-35*	*-397*	*-17*	*-18*	*-35*
		Additional Internal Reduction of Phase 1 as a result of Phase 3			*-152*	*-6*	*-9*	*-15*	*-152*	*-6*	*-9*	*-15*
Soaring Ranch Phase 2												
Commercial Land Uses												
Retail Store	820	Shopping Center	15.98	KSF	427	26	28	54	282	17	19	36
Office Space	710	General Office Building	6.34	KSF	44	1	4	5	44	1	4	5
Restaurants												
	931	Quality Restaurant	1.84	KSF	110	7	4	11	83	5	3	8
	932	High-Turnover (Sit-Down) Restaurant	4.60	KSF	366	21	13	34	209	12	7	19
	933	Fast Food without Drive Through Window	2.76	KSF	677	29	30	59	339	15	15	30
Residential Units												
Market Rate Units	220	Multi-Family Low Rise	41	DU	200	12	7	19	200	12	7	19
Workforce Housing Units	220	Multi-Family Low Rise	21	DU	103	7	3	10	103	7	3	10
Low-Income	220	Multi-Family Low Rise	8	DU	39	3	1	4	39	3	1	4
		Total Phase 2			***1,966***	***106***	***90***	***196***	***1,299***	***72***	***59***	***131***
		Additional Internal Reduction of Phase 2 as a result of Phase 3			*-175*	*-7*	*-7*	*-14*	*-175*	*-7*	*-7*	*-14*
Soaring Ranch Phase 3												
Commercial Land Uses												
Retail Store	820	Shopping Center	7.83	KSF	250	11	13	24	165	7	9	16
Day Care	565	Day Care Center	3.84	KSF	139	15	17	32	139	15	17	32
Residential Units												
Market Rate Units	220	Multi-Family Low Rise	91	DU	446	21	13	34	446	21	13	34
Low-Income	220	Multi-Family Low Rise	18	DU	88	4	3	7	88	4	3	7
		Total Phase 3			***923***	***51***	***46***	***97***	***838***	***47***	***42***	***89***
TOTAL SOARING RANCH + RALEY'S (PHASE 1, 2, and 3)					**6,499**	**321**	**290**	**611**	**4,225**	**214**	**190**	**404**
2016 Raley's Phase 1 Study[2]												
Raley's Phase 1												
	850	Supermarket	35	KSF	2,469	117	112	229	1,580	75	72	147
	880	Pharmacy/Drugstore w/out Drive-Through Window	15	KSF	689	31	33	64	324	15	15	30
	932	High-Turnover (Sit-Down) Restaurant	6	KSF	298	14	9	23	170	8	5	13
		Total Raley's Phase 1	***56***	***KSF***	***3456***	***162***	***154***	***316***	***2074***	***98***	***92***	***190***
Soaring Ranch Phase 2												
	820	Shopping Center	116.2	KSF	6,289	267	290	557	4,151	176	192	368
TOTAL SOARING RANCH + RALEY'S (PHASE 1 and 2)					**9,745**	**429**	**444**	**873**	**6,225**	**274**	**284**	**558**
NET DIFFERENCE IN TRIP GENERATION (2022 Study-2016 Study)					***-3,246***	***-108***	***-154***	***-262***	***-2,000***	***-60***	***-94***	***-154***

NOTE: KSF = 1,000 square feet of floor area
NOTE: DU = Dwelling Unit
NOTE 1: 2022 Trip generation rates are based on Trip Generation, 11th Edition (ITE, 2021).
NOTE 2: 2016 Trip generation rates are based on Trip Generation, 9th Edition (ITE, 2012).

Source: LSC Transportation Consultants Inc.

Intersection Level of Service

Level of Service (LOS) analyses are performed at the four study intersections using the methodologies documented in the *Highway Capacity Manual, 6th Edition (HCM6)*, as applied in the Synchro 11 software package developed by TrafficWare. The planned new driveway at Phase 2 is also included under existing year conditions. The LOS results are summarized in Table 7, and the detailed LOS calculations are attached.

Under existing conditions (including the planned Phase 2 land uses), the Soaring Way/Raley's Central Driveway intersection and the Soaring Way/Phase 2 East intersection operate at a good LOS B, while the SR 267/Brockway Road/Soaring Way intersection operates at an acceptable LOS D. However, the SR 267/Schaffer Mill Road/Airport Road intersection currently operates at an unacceptable LOS F.

With the addition of the proposed Phase 3 project, the Soaring Way/Phase 2 East intersection (providing access to Phase 3) would continue to operate at LOS B, with a slight increase in average delays. The Soaring Way/Raley's Central Driveway intersection (also accessing Phase 3) would degrade to an acceptable LOS C. The SR 267/Brockway Road/Soaring Way intersection would degrade to an unacceptable LOS E, with an increase in average delay of approximately 7.3 seconds per vehicle. Though the standard has been exceeded, it is worth noting that the threshold is only exceeded by 0.3 seconds. The SR 267/Schaffer Road/Airport Road intersection would continue to operate at an unacceptable LOS F.

TABLE 7: Soaring Ranch Phase 3 - Intersection LOS Summary

			Existing No Project		Existing With Project	
Intersection	Control Type	LOS Threshold [1,2]	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR267 (N/S)/Brockway/Soaring (E/W)	Signalized	D	48	D	**55.3**	**E**
Soaring/Raley's Central Driveway	TWSC	F[3]	13.5	B	15.1	C
Soaring/Phase 2 East	TWSC	F[3]	11.1	B	11.2	B
SR267 (N/S)/Schaffer Mill/Airport (E/W)	Signalized	D	**OVF**	**F**	**OVF**	**F**

BOLD text indicates that LOS standard is exceeded.

OVF = Overflow. Overflow indicates a delay greater than 200 seconds per vehicle, which cannot be accurately calculated using HCM methodology.

TWSC = Two-Way Stop-Control

NOTE 1: Level of service for signalized intersections is reported for the total intersection.

NOTE 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.

NOTE 3: The Town of Truckee LOS standard states that "individual turning movements at unsignalized intersections shall not be allowed to reach LOS F and to exceed a cumulative vehicle delay of four vehicle hours."

Source: LSC Transportation Consultants, Inc.

Intersection LOS Mitigation

Under 'existing with project' conditions, the following intersections would exceed LOS standards:

- SR 267 / Brockway Road / Soaring Way
- SR 267 / Schaffer Mill Road / Airport Road

A summary of potential intersection LOS mitigation measures is presented in Table 8. The specifics of each potential measure are discussed below.

SR 267 / Brockway Road / Soaring Way

As shown in the table, modifying the signal phasing (and equipment) to add a westbound right-turn overlap phase would improve LOS to an acceptable level with the proposed Soaring Ranch Phase 3 project traffic. Although these improvements would reduce the length of the 95th-percentile westbound traffic queue, it would continue to interfere with the adjacent Soaring Way/Joerger Drive intersection during peak periods. A roundabout at the intersection is proposed as a future mitigation strategy. A roundabout at the intersection could reduce westbound traffic queues to a level that would not interfere with the Soaring Way/Joerger Drive intersection, depending on its configuration and layout.

SR 267 / Schaffer Mill Road / Airport Road

Two mitigation options are evaluated for this intersection: signalized intersection improvements, and roundabout improvements.

Traffic Signal Improvements Option

As shown in Table 8, capacity enhancements at the existing traffic signal would improve LOS to acceptable levels. Specifically, modifying the pavement markings on the minor street approaches to provide a separate left-turn lane and a shared through/right-turn lane would improve the LOS to an acceptable LOS D with the proposed project. Caltrans has plans to make this improvement (which does not require any additional lanes) within the next few years. Caltrans is also planning to modify the signal phasing to provide leading left turns on the side streets, although this modification is not necessary under 'existing with Soaring Ranch Phase 3' conditions.

Roundabout Option

Note that while provision of capacity-enhancing improvements to the existing signalized intersection, as discussed above, would improve the LOS to an acceptable level, the installation of a dual-lane roundabout would also provide an acceptable LOS (LOS C on worst movement) with or without the proposed Phase 3 project. This improvement would require the widening of SR 267 to four lanes (two in each direction) both north of and south of the intersection, as well as widening on the minor streets.

Although this intersection is located just outside the Town limits, this improvement would be consistent with the Town of Truckee General Plan Policy P7.1, which strives to replace existing traffic signals with

TABLE 8: Soaring Ranch Phase 3 - Mitigated Intersection LOS Summary

Intersection	Control Type	Potential Mitigation	LOS Threshold [1,2,3]	Existing No Project		Existing With Project	
				Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR267 (N/S)/Brockway/Soaring (E/W)	Signalized	Add WB right-turn overlap phase	D	44.4	D	50.4	D
SR267 (N/S)/Schaffer Mill/Airport (E/W)	Signalized	Re-stripe to provide exclusive left and shared through/right lane on EB and WB approaches; OR	D	48.8	D	51.1	D
SR267 (N/S)/Schaffer Mill/Airport (E/W)	Roundabout	Construct 2-Lane Roundabout[4]	D	16.4	C	16.5	C

BOLD text indicates that LOS standard is exceeded.

NOTE 1: Level of service for signalized intersections is reported for the total intersection.

NOTE 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.

NOTE 3: The Town of Truckee LOS standard states that "individual turning movements at unsignalized intersections shall not be allowed to reach LOS F and to exceed a cumulative vehicle delay of four vehicle hours."

NOTE 4: Caltrans Roundabout standard is worst movement LOS D.

Source: LSC Transportation Consultants, Inc.

roundabouts, including traffic signals on State Highways. General Plan Policy P7.2 states, "*Install roundabouts instead of new traffic signals or capacity-enhancing improvements to existing signalized intersections, when roundabouts will achieve the same or better Level of Service as a traffic signal, where it is physically feasible to do so, and when installation of the roundabout will not be substantially costlier than a signal*." Installation of a roundabout would be substantially costlier than re-striping the minor approaches at the existing signal.

Intersection Queuing Analysis

Traffic queues at specific intersections that exceed the storage capacity of turn lanes or ramps, or that block turn movements at important nearby intersections or driveways can cause operational problems beyond those identified in the LOS analysis. The 95th-percentile traffic queue lengths (the length that is only exceeded 5 percent of the time during the analysis period) are reviewed at intersection locations where queuing could potentially interfere with adjacent roads or driveways.

Traffic Queues Without Project

Under existing year conditions without the proposed project, the 95th-percentile queues on the eastbound left-turn and right-turn movements at the SR 267/Brockway Road/Soaring Way intersection are calculated to exceed the available turn lane storage lengths. The eastbound traffic queues potentially interfere with turns to/from Hope Court during peak periods, depending on the arrival patterns of eastbound left, through and right-turning vehicles. The average (50th-percentile) eastbound queues do not interfere with the adjacent intersection.

The 95th-percentile queues on the westbound right-turn movement at the SR 267/Brockway Road/Soaring Way intersection well-exceed the available turn lane storage length. The westbound traffic queues currently interfere with the adjacent Soaring Way/Joerger Drive roundabout during peak periods, although the average (50th-percentile) westbound queues are not shown to interfere with the adjacent roundabout.

The 95th-percentile queues on the eastbound left-turn movement at the SR 267/Schaffer Mill Road/Airport Road intersection exceed the available turn lane storage length. The eastbound traffic queues are calculated to extend along Schaffer Mill Road past the Tahoe Expedition Academy driveway, although this would not occur under average (50th-percentile) queues.

The 95th-percentile queues on the westbound left-turn and through movement at the SR 267/Schaffer Mill Road/Airport Road intersection exceed the available turn lane storage length. The westbound traffic queues currently interfere with the Porter Simon Law Office Driveway and Business Park Drive during peak periods, although the average (50th-percentile) westbound queues are not shown to interfere with Business Park Drive.

Traffic Queues With Project

Implementation of Phase 3 would not affect the 95th-percentile eastbound traffic queues at the SR 267/Brockway Road/Soaring Way intersection. The 50th-percentile eastbound queues would not interfere with the adjacent Hope Court intersection. The 95th-percentile westbound through traffic queue would not be affected by the project, although the westbound right-turn queue would

increase by about 4 car lengths during the PM peak hour. This could increase the extent that the westbound traffic queues on Soaring Way interfere with the adjacent roundabout. Furthermore, the 50th-percentile westbound queues could potentially interfere with the roundabout during peak periods, depending on the arrival patterns of westbound left-turning and through vehicles. Provision of permitted/overlap phasing for the westbound right-turn movement onto SR 267 would reduce the potential for westbound traffic queues to interfere with the adjacent roundabout.

The 95th-percentile eastbound traffic queues at the SR 267/Schaffer Mill Road/Airport Road intersection would not be affected by the project. The westbound left-turn and through traffic queues would increase by about 2 car lengths. This would minimally increase the potential for the queues to interfere with turns to/from Business Park Drive during peak periods. The 50th-percentile westbound queues continue to block the Porter Simon driveway.

Turn Lane Warrant Analysis

The need for new turn lanes at the stop-controlled site access intersections is evaluated using the procedure discussed in the *National Highway Cooperative Research Program (NCHRP) Report 457: Evaluating Intersection Improvements: An Engineering Study Guide* (TRB, 2001). The left-turn lane warrants are based on the graphical plot of the opposing traffic volumes versus the advancing traffic volume (including turning traffic), the percentage of left-turning traffic, and the roadway design speed. Right-turn lane warrants are based on the graphical plot of the volumes of right-turning traffic versus advancing traffic, and the roadway design speed. The design speed of Soaring Way is assumed to be 40 mph for the purpose of this analysis. No new turn lanes are warranted along Soaring Way under existing year conditions, with or without the proposed Phase 3 project.

Transit Conditions

Within the vicinity of the Soaring Ranch Phase 3 site, there is an existing bus pullout (with a shelter) at the Raley's shopping center on Soaring Way, located immediately east of the Soaring Way / Joerger Drive roundabout. This bus stop is located within a reasonable walking distance (less than one-quarter mile) of the project site. No transit-related improvements are identified to be necessary as a part of the proposed Phase 3 project.

Park and Ride Facilities

There is an existing long-term agreement between Vail Resorts and the Truckee Tahoe Airport for the airport lots to be used by Northstar for parking on a specific number of peak days in winter. There is also an existing Truckee North Tahoe Transportation Management Association (TNT/TMA) contract for use of the airport parking lot (TART Park and Ride lot) for a specific number of days in winter. The need for the Park and Ride facility is not for typical trips to/from Reno. Rather, the park and ride facilities are primarily used for Northstar skiers in winter and for some special events in summer (such as the fireworks show in Kings Beach).

A Park and Ride lot should have good access to the highway in both directions of travel. As the Soaring Ranch Phase 3 project plans do not include direct access onto SR 267, the project site is not a good location for a new Park and Ride facility.

Conclusions

The following conclusions are made as a part of this analysis:

- The proposed Phase 3 project would result in a net increase of approximately 838 daily one-way vehicle trips on the surrounding roadway network, with approximately 89 occurring during the PM peak hour. However, the current proposal generates substantially less traffic than the 2016 proposal.

- With implementation of the proposed project, the two study intersections along SR 267 would exceed the Level of Service threshold (although the standard is exceeded by only approximately 0.3 seconds per vehicle at the SR 267/Brockway Road/Soaring Way intersection). The remaining study intersections would operate at an acceptable level.

- LOS at the SR 267/Brockway Road/Soaring Way signalized intersection would be mitigated with the addition of a westbound right-turn overlap phase for right turns made from Soaring Way onto SR 267 northbound.

- LOS at the SR 267/Schaffer Mill Road/Airport Road signalized intersection would be mitigated by modifying the pavement markings on the minor street approaches to provide a separate left-turn lane and a shared through/right-turn lane. Caltrans has plans to make this improvement (which does not require any additional lanes) within the next few years. (Caltrans is also planning to modify the signal phasing to provide leading left turns on the side streets, although this modification is not necessary under 'existing with Soaring Ranch Phase 3' conditions.)

  Alternatively, installation of a dual-lane roundabout at the SR 267/Schaffer Mill Road/Airport Road intersection would meet the Caltrans LOS standard. As this improvement would require the widening of SR 267 to four lanes (two in each direction) both north of and south of the intersection, as well as widening on the minor streets, it would be substantially costlier than the above improvement to the signalized intersection.

- The existing eastbound traffic queues on Brockway Road approaching the signalized intersection with SR 267 may interfere with turns to/from Hope Court during peak periods. Implementation of the proposed Phase 3 project would not affect the eastbound traffic queues.

- The 95th-percentile westbound traffic queues on Soaring Way approaching SR 267 currently interfere with the adjacent Soaring Way/Joerger Drive roundabout during peak periods. Implementation of the proposed Phase 3 project could increase the extent that the westbound traffic queues on Soaring Way interfere with the adjacent roundabout. Furthermore, with the Phase 3 project, the average (50th-percentile) westbound queues could also potentially interfere with the roundabout during peak periods.

  Although provision of permitted/overlap phasing for the westbound right-turn movement onto SR 267 would reduce the extent that the westbound traffic queues interfere with the adjacent

roundabout, westbound traffic queues on Soaring Way would continue to interfere with the roundabout during peak periods.

- No new turn lanes are warranted along Soaring Way under existing year conditions, with or without the proposed Phase 3 project.
- No transit-related improvements are expected to be required as a part of the proposed Phase 3 project.
- As the Soaring Ranch Phase 3 project plans do not include direct access onto SR 267, the project site is not a good location for a new Park and Ride facility.

Please contact our office with any comments or questions pertaining to this analysis.

Respectfully Submitted,

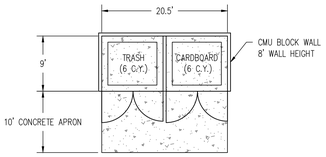
LSC TRANSPORTATION CONSULTANTS, INC.

By: _____ P.E.
Sara T. Hawley, PE, Principal

Enclosed: Attachment A: Site Plan
LOS Output



LEGEND	
	EXISTING TREES TO REMAIN
	PROPOSED SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED BIO-RETENTION AREA
	PROPOSED HARDSCAPE
	PROPOSED LIGHTING SEE LANDSCAPE PLANS
EV	PROPOSED ADA EV PARKING SPACE



TRASH ENCLOSURE DETAIL (TYPICAL)

SCALE: N.T.S.

SOLID WASTE ESTIMATES					
Required Capacity (36 cy)			Proposed Capacity (2 Trash Enclosures)		
			Once / week pickup		Twice / week pickup
# of Units	Trash (60%)	Recycle (40%)	Mixed Waste	Cardboard	Mixed Waste
109	21.6 cy	14.4 cy	12 cy	12 cy	24 cy

Notes:
1. 0.33 cy needed per residential unit (average 2 to 3 persons per unit).
2. Mixed Waste is 60% and Recycle is 40% of Required Capacity.
3. Each trash enclosure = 6-cy (mixed waste) and 6-cy cardboard.
4. Two trash enclosures with twice/week pickup proposed.
5. TOTAL REQUIRED: (2) 6-cy trash dumpsters; (2) 6-cy cardboard dumpsters; (24) 96-gallon recycle containers.
6. 96-gallon recycle containers to be stored inside "Trash Rooms" within each building.



TRASH ENCLOSURE (PHASE 1)

SCALE: N.T.S.

SITE STATISTICS						
LAND AREA	AREA SF (ACRES)	% OF SITE	PARKING (PHASE 3)			
ASPHALT PAVEMENT	52,783 SF (1.21 AC)	~20%		REQUIRED	PROPOSED	CALCULATIONS
CONCRETE (WALKWAYS & PATIOS)	22,185 SF (0.51 AC)	~8%	RETAIL (7,834 SF)	32	32	1 PER 250 SF
BUILDING (FOOTPRINT)	40,706 SF (0.93 AC)	~15%	1 BEDROOM (16 UNITS)	16	16	1 SPACE PER 1 BEDROOM
OPEN SPACE/LANDSCAPING	148,300 SF (3.41 AC)	~57%	2-3 BEDROOM (93 UNITS)	140	140	1.5 SPACES FOR 2 AND 3 BEDROOM
TOTAL	263,974 SF (6.06 AC)	100%	TOTAL	188 (1)	188	

(1) RESIDENTIAL PARKING INCLUDES DENSITY BONUS LAW REDUCTION.

PARKING TYPES				
	REQUIRED	PROPOSED	% of TOTAL	NOTES
STANDARD PARKING SPACES (9' x 18' WITH 2' OVERHANG)	182	182	97%	
ADA PARKING SPACES (9' x 18' WITH 2' OVERHANG)	6	6	3%	6 REQUIRED INCLUDING 1 VAN ACCESSIBLE
TOTAL	188	188	100%	

NOTE: EV/CLEAN AIR VEHICLE STALLS WILL BE IN ACCORDANCE WITH CURRENT CAL GREEN CODE.

0 15 30 60 FEET
SCALE: 1"=30'

SITE PLAN

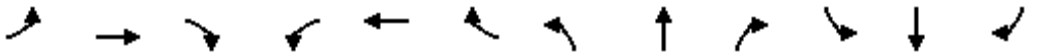
JMA VENTURES - SOARING RANCH PHASE 3

MILLENNIUM PLANNING & ENGINEERING
471 Sutton Way, Suite 210
Grass Valley, CA 95945
530-446-6765
www.millenniumpe.com

JOB NO. **19-0609**
DATE **01/12/22**

471 Sutton Way, Suite 210
Grass Valley, California 95945
530-446-6765

C2.0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	155	320	59	238	320	306	974	56	220	581	143
Future Volume (veh/h)	177	155	320	59	238	320	306	974	56	220	581	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	181	158	327	60	243	327	312	994	57	224	593	146
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	194	377	473	241	377	320	455	1095	935	187	979	837
Arrive On Green	0.03	0.20	0.20	0.03	0.20	0.20	0.10	0.59	0.59	0.03	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Grp Volume(v), veh/h	181	158	327	60	243	327	312	994	57	224	593	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Q Serve(g_s), s	4.0	8.5	21.0	3.1	13.7	23.2	8.8	54.5	1.8	4.0	25.6	5.5
Cycle Q Clear(g_c), s	4.0	8.5	21.0	3.1	13.7	23.2	8.8	54.5	1.8	4.0	25.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	377	473	241	377	320	455	1095	935	187	979	837
V/C Ratio(X)	0.93	0.42	0.69	0.25	0.64	1.02	0.69	0.91	0.06	1.20	0.61	0.17
Avail Cap(c_a), veh/h	194	390	484	241	377	320	530	1095	935	187	979	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	40.1	35.7	35.1	42.2	46.0	14.8	20.9	10.0	34.6	18.9	14.1
Incr Delay (d2), s/veh	46.3	0.7	4.1	0.5	3.7	56.4	3.0	12.5	0.1	128.7	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	7.0	13.2	2.4	10.8	20.3	5.7	31.2	1.1	15.9	15.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	40.9	39.8	35.6	45.9	102.4	17.8	33.3	10.2	163.3	21.7	14.6
LnGrp LOS	F	D	D	D	D	F	B	C	B	F	C	B
Approach Vol, veh/h		666			630			1363			963	
Approach Delay, s/veh		54.6			74.3			28.8			53.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	72.0	8.0	27.2	15.2	64.8	8.0	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	68.0	4.0	24.0	16.0	48.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	56.5	5.1	23.0	10.8	27.6	6.0	25.2
Green Ext Time (p_c), s	0.0	5.2	0.0	0.2	0.4	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved changes to right turn type.

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	109	21	258	90	21
Future Vol, veh/h	167	109	21	258	90	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	111	21	263	92	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	531	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1282	-	509	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	499	813
Mov Cap-2 Maneuver	-	-	-	-	499	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	1282	-
HCM Lane V/C Ratio	0.211	-	-	0.017	-
HCM Control Delay (s)	13.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	161	27	14	256	23	11
Future Vol, veh/h	161	27	14	256	23	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	28	14	261	23	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	467	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	554	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	547	865
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	751	-

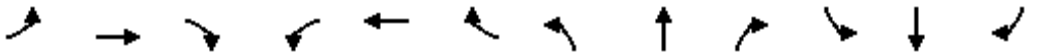
Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1381	-
HCM Lane V/C Ratio	0.056	-	-	0.01	-
HCM Control Delay (s)	11.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	137	98	88	18	92	26	930	154	40	830	122
Future Volume (veh/h)	326	137	98	88	18	92	26	930	154	40	830	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	333	140	100	90	18	94	27	949	157	41	847	124
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	44	0	516	47	5	516	34	851	141	53	1036	885
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.02	0.55	0.55	0.03	0.56	0.56
Sat Flow, veh/h	0	0	1585	0	16	1585	1781	1552	257	1781	1856	1585
Grp Volume(v), veh/h	473	0	100	108	0	94	27	0	1106	41	847	124
Grp Sat Flow(s),veh/h/ln	0	0	1585	16	0	1585	1781	0	1809	1781	1856	1585
Q Serve(g_s), s	0.0	0.0	6.3	0.0	0.0	5.9	2.1	0.0	76.5	3.2	51.8	5.2
Cycle Q Clear(g_c), s	45.5	0.0	6.3	45.5	0.0	5.9	2.1	0.0	76.5	3.2	51.8	5.2
Prop In Lane	0.70		1.00	0.83		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	44	0	516	53	0	516	34	0	991	53	1036	885
V/C Ratio(X)	10.77	0.00	0.19	2.05	0.00	0.18	0.79	0.00	1.12	0.78	0.82	0.14
Avail Cap(c_a), veh/h	44	0	516	53	0	516	59	0	991	57	1036	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.8	0.0	33.9	65.2	0.0	33.7	68.2	0.0	31.6	67.3	25.1	14.8
Incr Delay (d2), s/veh	4439.6	0.0	0.2	532.8	0.0	0.2	32.5	0.0	65.9	45.3	5.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	94.0	0.0	4.5	17.4	0.0	4.2	2.2	0.0	64.7	3.7	29.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4509.4	0.0	34.0	598.0	0.0	33.9	100.7	0.0	97.5	112.6	30.3	14.8
LnGrp LOS	F	A	C	F	A	C	F	A	F	F	C	B
Approach Vol, veh/h		573			202			1133			1012	
Approach Delay, s/veh		3728.4			335.5			97.6			31.7	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	81.5		50.0	6.7	83.0		50.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	4.5	76.5		45.5	4.6	76.4		45.5				
Max Q Clear Time (g_c+I1), s	5.2	78.5		47.5	4.1	53.8		47.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		803.7	
HCM 6th LOS		F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	165	320	63	246	343	306	972	59	246	579	143
Future Volume (veh/h)	177	165	320	63	246	343	306	972	59	246	579	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	181	168	327	64	251	350	312	992	60	251	591	146
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	188	377	473	235	377	320	457	1095	935	188	979	837
Arrive On Green	0.03	0.20	0.20	0.03	0.20	0.20	0.10	0.59	0.59	0.03	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Grp Volume(v), veh/h	181	168	327	64	251	350	312	992	60	251	591	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Q Serve(g_s), s	4.0	9.1	21.0	3.3	14.3	23.2	8.8	54.3	1.9	4.0	25.4	5.5
Cycle Q Clear(g_c), s	4.0	9.1	21.0	3.3	14.3	23.2	8.8	54.3	1.9	4.0	25.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	377	473	235	377	320	457	1095	935	188	979	837
V/C Ratio(X)	0.96	0.45	0.69	0.27	0.67	1.09	0.68	0.91	0.06	1.33	0.60	0.17
Avail Cap(c_a), veh/h	188	390	484	235	377	320	531	1095	935	188	979	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	40.3	35.7	35.2	42.4	46.0	14.7	20.8	10.1	34.7	18.9	14.2
Incr Delay (d2), s/veh	54.6	0.8	4.1	0.6	4.4	78.2	2.9	12.3	0.1	181.7	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	7.5	13.2	2.6	11.2	23.5	5.7	31.1	1.2	20.1	15.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.0	41.2	39.8	35.9	46.8	124.2	17.6	33.1	10.2	216.4	21.6	14.6
LnGrp LOS	F	D	D	D	D	F	B	C	B	F	C	B
Approach Vol, veh/h		676			665			1364			988	
Approach Delay, s/veh		56.8			86.5			28.6			70.1	
Approach LOS		E			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	72.0	8.0	27.2	15.2	64.8	8.0	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	68.0	4.0	24.0	16.0	48.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	56.3	5.3	23.0	10.8	27.4	6.0	25.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.2	0.4	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

User approved changes to right turn type.

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	136	21	258	127	23
Future Vol, veh/h	180	136	21	258	127	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	139	21	263	130	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	323	0	559	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1237	-	490	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	480	785
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	1237	-
HCM Lane V/C Ratio	0.3	-	-	0.017	-
HCM Control Delay (s)	15.1	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

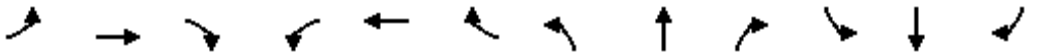
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	40	25	256	23	18
Future Vol, veh/h	163	40	25	256	23	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	41	26	261	23	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	500	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	530	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	518	855
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.2
HCM LOS			B

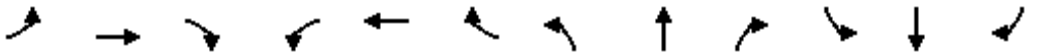
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1364	-
HCM Lane V/C Ratio	0.067	-	-	0.019	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	137	98	95	19	92	26	929	163	40	828	122
Future Volume (veh/h)	326	137	98	95	19	92	26	929	163	40	828	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	333	140	100	97	19	94	27	948	166	41	845	124
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	44	0	516	47	5	516	34	842	148	53	1036	885
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.02	0.55	0.55	0.03	0.56	0.56
Sat Flow, veh/h	0	0	1585	0	16	1585	1781	1538	269	1781	1856	1585
Grp Volume(v), veh/h	473	0	100	116	0	94	27	0	1114	41	845	124
Grp Sat Flow(s),veh/h/ln	0	0	1585	16	0	1585	1781	0	1807	1781	1856	1585
Q Serve(g_s), s	0.0	0.0	6.3	0.0	0.0	5.9	2.1	0.0	76.5	3.2	51.6	5.2
Cycle Q Clear(g_c), s	45.5	0.0	6.3	45.5	0.0	5.9	2.1	0.0	76.5	3.2	51.6	5.2
Prop In Lane	0.70		1.00	0.84		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	44	0	516	53	0	516	34	0	990	53	1036	885
V/C Ratio(X)	10.77	0.00	0.19	2.21	0.00	0.18	0.79	0.00	1.13	0.78	0.82	0.14
Avail Cap(c_a), veh/h	44	0	516	53	0	516	59	0	990	57	1036	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.8	0.0	33.9	65.3	0.0	33.7	68.2	0.0	31.6	67.3	25.0	14.8
Incr Delay (d2), s/veh	4439.6	0.0	0.2	599.3	0.0	0.2	32.5	0.0	69.6	45.3	5.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	94.0	0.0	4.5	19.1	0.0	4.2	2.2	0.0	66.2	3.7	29.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4509.4	0.0	34.0	664.6	0.0	33.9	100.7	0.0	101.1	112.6	30.1	14.8
LnGrp LOS	F	A	C	F	A	C	F	A	F	F	C	B
Approach Vol, veh/h		573			210			1141			1010	
Approach Delay, s/veh		3728.4			382.3			101.1			31.6	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	81.5		50.0	6.7	83.0		50.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	4.5	76.5		45.5	4.6	76.4		45.5				
Max Q Clear Time (g_c+I1), s	5.2	78.5		47.5	4.1	53.6		47.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		805.7
HCM 6th LOS		F



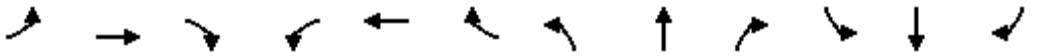
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	155	320	59	238	320	306	974	56	220	581	143
Future Volume (veh/h)	177	155	320	59	238	320	306	974	56	220	581	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	181	158	327	60	243	327	312	994	57	224	593	146
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	194	377	473	241	377	375	455	1095	935	187	979	837
Arrive On Green	0.03	0.20	0.20	0.03	0.20	0.20	0.10	0.59	0.59	0.03	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Grp Volume(v), veh/h	181	158	327	60	243	327	312	994	57	224	593	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Q Serve(g_s), s	4.0	8.5	21.0	3.1	13.7	22.9	8.8	54.5	1.8	4.0	25.6	5.5
Cycle Q Clear(g_c), s	4.0	8.5	21.0	3.1	13.7	22.9	8.8	54.5	1.8	4.0	25.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	377	473	241	377	375	455	1095	935	187	979	837
V/C Ratio(X)	0.93	0.42	0.69	0.25	0.64	0.87	0.69	0.91	0.06	1.20	0.61	0.17
Avail Cap(c_a), veh/h	194	390	484	241	377	375	530	1095	935	187	979	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	40.1	35.7	35.1	42.2	42.3	14.8	20.9	10.0	34.6	18.9	14.1
Incr Delay (d2), s/veh	46.3	0.7	4.1	0.5	3.7	19.7	3.0	12.5	0.1	128.7	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	7.0	13.2	2.4	10.8	16.1	5.7	31.2	1.1	15.9	15.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	40.9	39.8	35.6	45.9	62.0	17.8	33.3	10.2	163.3	21.7	14.6
LnGrp LOS	F	D	D	D	D	E	B	C	B	F	C	B
Approach Vol, veh/h		666			630			1363			963	
Approach Delay, s/veh		54.6			53.3			28.8			53.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	72.0	8.0	27.2	15.2	64.8	8.0	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	68.0	4.0	24.0	16.0	48.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	56.5	5.1	23.0	10.8	27.6	6.0	24.9
Green Ext Time (p_c), s	0.0	5.2	0.0	0.2	0.4	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

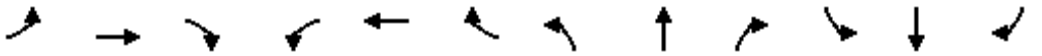
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	137	98	88	18	92	26	930	154	40	830	122
Future Volume (veh/h)	326	137	98	88	18	92	26	930	154	40	830	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	333	140	100	90	18	94	27	949	157	41	847	124
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	330	269	192	228	69	361	35	919	152	52	1116	954
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.59	0.59	0.03	0.60	0.60
Sat Flow, veh/h	1281	1015	725	1140	261	1364	1781	1552	257	1781	1856	1585
Grp Volume(v), veh/h	333	0	240	90	0	112	27	0	1106	41	847	124
Grp Sat Flow(s),veh/h/ln	1281	0	1740	1140	0	1625	1781	0	1809	1781	1856	1585
Q Serve(g_s), s	25.0	0.0	14.0	8.7	0.0	6.5	1.8	0.0	70.4	2.7	39.8	4.0
Cycle Q Clear(g_c), s	31.5	0.0	14.0	22.7	0.0	6.5	1.8	0.0	70.4	2.7	39.8	4.0
Prop In Lane	1.00		0.42	1.00		0.84	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	461	228	0	430	35	0	1071	52	1116	954
V/C Ratio(X)	1.01	0.00	0.52	0.39	0.00	0.26	0.76	0.00	1.03	0.78	0.76	0.13
Avail Cap(c_a), veh/h	330	0	461	228	0	430	69	0	1071	69	1116	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	37.3	46.9	0.0	34.5	58.0	0.0	24.3	57.3	17.4	10.2
Incr Delay (d2), s/veh	51.7	0.0	1.0	1.1	0.0	0.3	28.1	0.0	36.2	33.5	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.0	0.0	10.1	4.5	0.0	4.7	1.9	0.0	46.8	3.0	21.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	0.0	38.3	48.0	0.0	34.8	86.1	0.0	60.4	90.8	20.4	10.3
LnGrp LOS	F	A	D	D	A	C	F	A	F	F	C	B
Approach Vol, veh/h		573			202			1133			1012	
Approach Delay, s/veh		74.7			40.7			61.0			22.0	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.4		36.0	6.4	76.5		36.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	4.6	70.4		31.5	4.6	70.4		31.5				
Max Q Clear Time (g_c+I1), s	4.7	72.4		33.5	3.8	41.8		24.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									



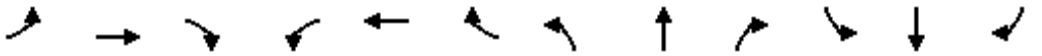
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	165	320	63	246	343	306	972	59	246	579	143
Future Volume (veh/h)	177	165	320	63	246	343	306	972	59	246	579	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	181	168	327	64	251	350	312	992	60	251	591	146
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	188	377	473	235	377	375	457	1095	935	188	979	837
Arrive On Green	0.03	0.20	0.20	0.03	0.20	0.20	0.10	0.59	0.59	0.03	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Grp Volume(v), veh/h	181	168	327	64	251	350	312	992	60	251	591	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1856	1585	1781	1856	1585
Q Serve(g_s), s	4.0	9.1	21.0	3.3	14.3	23.2	8.8	54.3	1.9	4.0	25.4	5.5
Cycle Q Clear(g_c), s	4.0	9.1	21.0	3.3	14.3	23.2	8.8	54.3	1.9	4.0	25.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	377	473	235	377	375	457	1095	935	188	979	837
V/C Ratio(X)	0.96	0.45	0.69	0.27	0.67	0.93	0.68	0.91	0.06	1.33	0.60	0.17
Avail Cap(c_a), veh/h	188	390	484	235	377	375	531	1095	935	188	979	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	40.3	35.7	35.2	42.4	43.1	14.7	20.8	10.1	34.7	18.9	14.2
Incr Delay (d2), s/veh	54.6	0.8	4.1	0.6	4.4	30.2	2.9	12.3	0.1	181.7	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	7.5	13.2	2.6	11.2	18.5	5.7	31.1	1.2	20.1	15.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.0	41.2	39.8	35.9	46.8	73.3	17.6	33.1	10.2	216.4	21.6	14.6
LnGrp LOS	F	D	D	D	D	E	B	C	B	F	C	B
Approach Vol, veh/h		676			665			1364			988	
Approach Delay, s/veh		56.8			59.7			28.6			70.1	
Approach LOS		E			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	72.0	8.0	27.2	15.2	64.8	8.0	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	68.0	4.0	24.0	16.0	48.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	56.3	5.3	23.0	10.8	27.4	6.0	25.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.2	0.4	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	137	98	95	19	92	26	929	163	40	828	122
Future Volume (veh/h)	326	137	98	95	19	92	26	929	163	40	828	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	333	140	100	97	19	94	27	948	166	41	845	124
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	334	276	197	233	74	368	34	914	160	53	1122	958
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.02	0.59	0.59	0.03	0.60	0.60
Sat Flow, veh/h	1280	1015	725	1140	274	1353	1781	1538	269	1781	1856	1585
Grp Volume(v), veh/h	333	0	240	97	0	113	27	0	1114	41	845	124
Grp Sat Flow(s),veh/h/ln	1280	0	1740	1140	0	1627	1781	0	1807	1781	1856	1585
Q Serve(g_s), s	28.1	0.0	15.1	10.2	0.0	7.0	2.0	0.0	76.8	3.0	42.7	4.3
Cycle Q Clear(g_c), s	35.1	0.0	15.1	25.2	0.0	7.0	2.0	0.0	76.8	3.0	42.7	4.3
Prop In Lane	1.00		0.42	1.00		0.83	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	334	0	473	233	0	442	34	0	1074	53	1122	958
V/C Ratio(X)	1.00	0.00	0.51	0.42	0.00	0.26	0.79	0.00	1.04	0.78	0.75	0.13
Avail Cap(c_a), veh/h	334	0	473	233	0	442	63	0	1074	63	1122	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	39.8	50.4	0.0	36.8	63.1	0.0	26.2	62.3	18.5	11.0
Incr Delay (d2), s/veh	48.6	0.0	0.9	1.2	0.0	0.3	31.8	0.0	37.6	38.7	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.9	0.0	10.7	5.3	0.0	5.1	2.1	0.0	51.1	3.3	23.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.5	0.0	40.7	51.6	0.0	37.1	94.9	0.0	63.8	101.0	21.5	11.0
LnGrp LOS	F	A	D	D	A	D	F	A	F	F	C	B
Approach Vol, veh/h		573			210			1141			1010	
Approach Delay, s/veh		76.0			43.8			64.5			23.4	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	81.8		39.6	6.5	83.1		39.6				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	4.6	76.8		35.1	4.6	76.8		35.1				
Max Q Clear Time (g_c+I1), s	5.0	78.8		37.1	4.0	44.7		27.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.5		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		51.1	
HCM 6th LOS		D	

LANE SUMMARY

Site: 4 [SR 267/Schaffer Mill Rd/Airport Rd Existing (Site Folder: General)]

Truckee Soaring Ranch Phase 3
Site Category: Existing
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 267													
Lane 1	541	3.0	810	0.668	100	16.2	LOS C	6.8	175.1	Full	1600	0.0	0.0
Lane 2[d]	592	2.7	886	0.668	100	15.2	LOS C	7.0	179.4	Full	1600	0.0	0.0
Approach	1133	2.8		0.668		15.7	LOS C	7.0	179.4				
East: Airport Road													
Lane 1	94	2.0	384	0.244	100	13.6	LOS B	0.8	21.1	Full	1600	0.0	0.0
Lane 2[d]	108	2.0	444	0.244	100	11.9	LOS B	0.8	21.0	Full	1600	0.0	0.0
Approach	202	2.0		0.244		12.7	LOS B	0.8	21.1				
North: SR 267													
Lane 1	491	2.9	1156	0.424	100	7.5	LOS A	2.4	60.6	Full	1600	0.0	0.0
Lane 2[d]	522	2.8	1230	0.424	100	7.2	LOS A	2.3	59.4	Full	1600	0.0	0.0
Approach	1012	2.8		0.424		7.3	LOS A	2.4	60.6				
West: Schaffer Mill Road													
Lane 1[d]	333	2.0	592	0.562	100	16.4	LOS C	3.3	83.3	Full	1600	0.0	0.0
Lane 2	240	2.0	525	0.457	81[5]	14.8	LOS B	2.2	56.6	Full	1600	0.0	0.0
Approach	572	2.0		0.562		15.7	LOS C	3.3	83.3				
Intersection	2919	2.6		0.668		12.6	LOS B	7.0	179.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

LANE SUMMARY

Site: 4 [SR 267/Schaffer Mill Rd/Airport Rd Existing Plus Project (Site Folder: General)]

Truckee Soaring Ranch Phase 3
Site Category: Existing Plus Project
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 267													
Lane 1	545	3.0	810	0.673	100	16.4	LOS C	7.0	178.7	Full	1600	0.0	0.0
Lane 2[d]	596	2.7	886	0.673	100	15.4	LOS C	7.2	183.2	Full	1600	0.0	0.0
Approach	1141	2.8		0.673		15.9	LOS C	7.2	183.2				
East: Airport Road													
Lane 1	98	2.0	385	0.253	100	13.8	LOS B	0.9	22.2	Full	1600	0.0	0.0
Lane 2[d]	113	2.0	445	0.253	100	12.1	LOS B	0.9	22.1	Full	1600	0.0	0.0
Approach	210	2.0		0.253		12.9	LOS B	0.9	22.2				
North: SR 267													
Lane 1	489	2.9	1147	0.427	100	7.6	LOS A	2.4	60.8	Full	1600	0.0	0.0
Lane 2[d]	521	2.8	1221	0.427	100	7.3	LOS A	2.3	59.6	Full	1600	0.0	0.0
Approach	1010	2.8		0.427		7.4	LOS A	2.4	60.8				
West: Schaffer Mill Road													
Lane 1[d]	333	2.0	590	0.564	100	16.5	LOS C	3.3	83.7	Full	1600	0.0	0.0
Lane 2	240	2.0	522	0.459	81[5]	14.9	LOS B	2.2	57.0	Full	1600	0.0	0.0
Approach	572	2.0		0.564		15.9	LOS C	3.3	83.7				
Intersection	2934	2.6		0.673		12.7	LOS B	7.2	183.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Supplemental Checklist for the

Soaring Ranch Phase 3 Project

AUGUST 2022

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1 Introduction

1.1 Project Overview

The Soaring Ranch Phase 3 Project (Project) is the last phase of the three phase Soaring Ranch Project. The Soaring Ranch Project consists of the subdivision and development of a 16.3± acre parcel (APN 019-620-031) located at the corner of Soaring Way and North Shore Road/State Route 267 in the Town of Truckee (Town) into three parcels, to be developed in separate phases. The Town of Truckee Town Council approved entitlements for the Soaring Ranch Project in March 2018. The parcel map creating the three parcels was recorded on June 17, 2021.

Phase 1 of the Soaring Ranch Project is completed and consists of the development of a 5.52 acre parcel (APN 019-620-065) with 56,772 square feet (sf) of commercial development including a 35,478 sf grocery store with an attached 12,000 sf co-anchor and 9,274 sf freestanding commercial building. Phase 2 of the Soaring Ranch Project, approved in February 2021, consists of the development of a 4.72-acre parcel (APN 019-620-066) with mixed use consisting of 31,523 sf of commercial development and 69 multi-family units. The remaining 6.06-acre parcel (APN 019-620-067) is the subject of Phase 3.

The Project would be an extension of Phase 2 and proposes a mixed-use development with multi-family housing and some additional commercial development.

1.2 Joerger Ranch Specific Plan Environmental Impact Report

The Project is located within the Joerger Ranch Specific Plan (JRSP) area. Concurrent with adoption of the Specific Plan, the Town certified an Environmental Impact Report (EIR) in March 2015 (SCH no. 2012052073). The EIR identified the range of environmental impacts associated with buildout of the Specific Plan and required implementation of mitigation measures to address and minimize these impacts. The JRSP EIR is identified as a "project" level EIR (Section 1.2 of the EIR). The EIR states: "[T]his EIR will be used by the Town to determine whether to approve, modify, or deny the Joerger Ranch Specific Plan (PC-3) and associated approvals in light of the project's environmental effects." (EIR p. 1.0-1). The JRSP was amended in June 2021 (and an Addendum to the EIR was approved by the Town Council) to bring the JRSP in alignment with Town and state housing policies and regulations.

Buildout of the Regional Commercial (CR) zoning district was included in the Specific Plan and the Project is consistent with the land uses identified in Table 4.1A of the JRSP, which allows for mixed use commercial/multi-family residential development, subject to approval of a use permit for the Project. The density of residential development would be 12 units per acre, and therefore is consistent with JRSP EIR Mitigation Measure 3.1-3 (EIR p. 3.1-15), which requires a minimum residential density of 12 units per acre in order to reduce mobile source emissions. Building heights would not exceed 50 feet, which is the maximum height allowed in the CR zoning district. The JRSP Design Guidelines encourage a variety of building sizes, heights and orientations. The Project proposes 4-story buildings which create vertical elements and roof lines without exceeding the maximum allowable building height. Surrounding development patterns are also consistent with buildings of varying heights near 50 feet from one up to 4 stories.

All impacts associated with buildout of the CR zoning district were analyzed in the JRSP EIR. In accordance with the EIR, all relevant mitigation measures would be incorporated into the Project. Under the California Environmental Quality Act (CEQA) no additional review is required for a project that is consistent with the development density established by a community plan or zoning for which an EIR was certified, except as might be necessary to examine whether there are project specific effects which are peculiar to the project or its site (Public Resources Code [PRC] section 21083.3 and CEQA Guidelines section 15183). To be considered peculiar, an effect must be peculiar to the project or the site and must not have been analyzed within the prior EIR. Note that an effect is not considered peculiar if it can be addressed by uniformly applied development policies or standards adopted by the Town. As described in Section 3 of this Supplemental Checklist, there are no peculiar circumstances with regard to the proposed Soaring Ranch Phase 3 Project or the CR zoning district that were not addressed in the JRSP EIR.

The Project may therefore rely upon the JRSP EIR without additional CEQA analysis unless any one of the conditions set forth in PRC section 21166 requires subsequent or supplemental CEQA review, as discussed below.

1.3 Project Evaluation

Under PRC section 21167.2, once an EIR is certified by the lead agency and the statute of limitations to challenge the EIR has run, the EIR is conclusively presumed valid for all future discretionary actions taken by the lead agency and responsible agencies relating to the project unless the provisions of PRC section 21166 apply. PRC section 21166, in turn, provides that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available. (PRC section 21166; see also *May v. City of Milpitas* (2013) 217 Cal.App.4th 1307, 1325-1326; accord, *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 802 (*CAAP*).) Case law provides clarity on each of the above-stated triggers for requiring further review after an EIR, such as the JRSP EIR, has been prepared.

First, in evaluating whether substantial changes are proposed in the project, the lead agency must consider whether the project changes exceed the scope of the original project analyzed in the EIR and, if so, the lead agency must consider whether such changes have the potential to cause new significant environmental effects or a substantial increase in the severity of previously identified significant effects. For example, courts have determined that proposing buildings that exceed the height limits previously approved (*Ventura Foothill Neighbors v. County of Ventura* (2014) 232 Cal.App.4th 429, 436) or expanding the size of a project beyond that contemplated in the prior EIR (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 934–935) constitute substantial changes in a project with the potential to require major revisions to the EIR. However, the passage of time between certification of an EIR and ultimate construction of a project evaluated in the EIR does not constitute a substantial change in a project. (*Committee for Re-Evaluation of T-Line Loop v. San Francisco Municipal Transportation Agency* (2016) 6 Cal.App.5th 1237, 1254 (*Committee for Re-Evaluation*).) Moreover, changes that reduce rather than increase the scope of a previously approved project do not constitute "substantial changes" requiring further CEQA review. (See, e.g., *Abatti v. Imperial Irrigation Dist.* (2012) 205 Cal.App.4th 650, 678-679; see also *El Morro Community Assn. v. California Dept. of Parks & Recreation* (2004) 122 Cal.App.4th 1341, 1361-1363 [minor changes such as removal of a signalized pedestrian crossing do not require further CEQA review pursuant to PRC section 21166].)

Second, in evaluating whether substantial changes in circumstances have occurred, the lead agency must consider whether changes have occurred and, if so, the lead agency must consider whether such changes require "major revisions" to the prior EIR. (PRC section 21166, subd. (a); CEQA Guidelines, section 15162, subd. (a)(2).) The mere fact that the neighborhood surrounding a project may have changed since the prior EIR was certified does not automatically constitute a change in circumstances that requires a supplemental EIR. (*Committee for Re-Evaluation*, *supra*, 6 Cal.App.5th at p. 1255; see also *A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773, 1803; *Fund for Envtl. Def. v. County of Orange* (1988) 204 Cal.App.3d 1538, 1550-1552 [expansion of a wilderness park surrounding a project site did not constitute a changed circumstance requiring a supplemental EIR].)

Third, in evaluating whether new information requires further CEQA review, the lead agency must consider whether the "underlying information" alleged as the basis for conducting further environmental review was known or should have been known at the time the original EIR was certified. For example, in *Fort Mojave Indian Tribe v. Department of Health Services* (1995) 38 Cal.App.4th 1574, 1605-1606, the court held that a new regulation designating critical habitat for an endangered species, the tortoise, was not "significant new information" for purposes of PRC section 21166. Similarly, in *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320, the court held that new threshold guidelines adopted by the air district for greenhouse gas emissions did not constitute new information pursuant to PRC section 21166. The question is not only whether new information on an alleged impact was previously analyzed in the original EIR, but also whether that new information was known or knowable at the time the original EIR was certified. (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 17 Cal.App.5th 413, 426; *CAAP*, *supra*, 227 Cal.App.4th at pp. 807-808; *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 531-532.) Moreover, even where new information exists that was not known and could not have been known at the time the prior EIR was certified, the information only requires a supplemental EIR if the information "shows effects that were not addressed in the previous EIR or effects that would be 'substantially more severe' than those addressed or shows that the agency refuses to adopt certain new or feasible mitigation measures or alternatives." (*Committee for Re-Evaluation*, *supra*, 6 Cal.App.5th at pp. 1255-1256, citing CEQA Guidelines, section 15162, subd. (a)(3).)

Lastly, in 2011 the Courts clarified that impacts of the environment on a project or plan (as opposed to impacts of a project or plan on the environment) are beyond the scope of required CEQA review. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, 473.)

As described in Section 3, below, the proposed Phase 3 Project would construct commercial and residential uses permitted under the JRSP. The amount of commercial space has been reduced, and residential units have been proposed that were not specifically analyzed in the JRSP EIR. Therefore, this Supplemental Checklist considers if any of the above circumstances have occurred that would warrant the preparation of a supplemental CEQA document.

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2 Summary of Findings

No additional CEQA review is required for a project that is consistent with the development density established by a community plan or zoning for which an EIR was certified, except as might be necessary to examine whether there are project specific effects which are peculiar to the project or its site (PRC section 21083.3 and CEQA Guidelines section 15183).

The proposed Phase 3 Project includes commercial and residential land uses that are consistent with the Specific Plan. However, the proposed Project would construct up to 109 housing units (including 18 low-income affordable units), which is more than the JRSP EIR considered for the CR zone. Therefore, this Supplemental Checklist was prepared to determine if there would be project-specific effects or other changes requiring a supplemental CEQA document to be prepared.

As discussed in Section 3, below, none of the conditions described in PRC section 21166 have occurred. No substantial changes are proposed in the Project that would require major revisions of the JRSP EIR. No substantial changes have occurred with respect to the circumstances under which the Project is being undertaken that would require major revisions in the EIR and no new information, which was not known and could not have been known at the time the JRSP EIR was certified as complete, has become available.

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3 Initial Study Checklist

1. **Project title:**

   Soaring Ranch Phase 3

2. **Lead agency name and address:**

   Town of Truckee
   10183 Truckee Airport Road
   Truckee, CA 96161

3. **Contact person and phone number:**

   Laura Dabe, AICP
   Associate Planner

4. **Project location:**

   Soaring Ranch is located in the Joerger Ranch Specific Plan area (Figure 1). It is bounded by Soaring Way to the north and Highway 257 to the south and west, and the Hampton Inn to the east. Vacant parcels within Joerger Ranch are located to the north and west, residential development to the south and the Hampton Inn to the east. The Truckee-Tahoe Airport is located to the northeast of Soaring Ranch across Highway 257. Phase 3 of Soaring Ranch is located to the south of the Phase 1 and 2 parcels, bordered by State Route 267 to the south and west and by the Hampton Inn property to the east. Phase 3 is a 6.06-acre parcel (APN 019-620-067) with the street address 10701 Soaring Way (Figure 2).

5. **Project sponsor's name and address:**

   J-MAR 1, LLC
   P.O. Box 3938
   Truckee, CA 96160

6. **General plan designation:**

   Planned Community

7. **Zoning:**

   Regional Commercial

8. **Description of project:**

   The Soaring Ranch Phase 3 Project (Project) is the final phase of the Soaring Ranch Project. The Soaring Ranch Project consists of the subdivision and development of a 16.3± acre parcel (APN 019-620-031) located at the corner of Soaring Way and North Shore Road/State Route 267 in the Town of Truckee (Town) into three parcels.

Phase 1 of the Soaring Ranch Project is completed and consists of the development of a 5.52 acre parcel (APN 019-620-065) with 56,772 square feet (sf) of commercial development including a 35,478 sf grocery store with an attached 12,000 sf co-anchor and 9,274 sf freestanding commercial building. Phase 2 of the Soaring Ranch Project, approved in February 2021, consists of the development of a 4.72-acre parcel (APN 019-620-066) with mixed use consisting of 31,523 sf of commercial development and 69 multi-family units.

The Project is a 6.06-acre mixed-use development consisting of four buildings that would contain a total of approximately 150,000 sf. The Project would include 7,834 sf of ground floor commercial located in two of the buildings, and up to 109 multi-family residential units. The requested entitlements include a density bonus which allows an increase in the total number of units (from 73 units base density to 109 units) with the provision of 18 low-income housing units. The buildings would all be four stories tall: two of the buildings would have ground floor commercial and three floors of residential above, and two of the buildings would have four floors of residential units. The general building characteristics are summarized as follows:

- Building H – 4 stories (46,844 sf total)
  - Ground floor (12,671 sf ground floor total)
    - 4,891 sf of retail commercial
    - Storage/leasing space, bicycle storage, amenity and common area
  - 2nd through 4th floors – 30 residential units (5 income restricted)
- Building I – 4 stories (29,677 sf total)
  - All floors – 26 residential units (4 income restricted)
- Building J – 4 stories (40,124 sf)
  - All floors – 32 residential units (5 income restricted)
- Building K – 4 stories (33,030 SF)
  - Ground floor –
    - 2,943 sf of retail commercial
    - 3,840 sf child day care
  - 2nd through 4th floors – 21 residential units (4 income restricted)

The child day care would be limited to residents of Soaring Ranch, and would not exceed 14 children. As part of the Project, several on-site improvements are proposed including a total of 188 surface parking spaces, two trash enclosures, landscaping, stormwater infrastructure, and underground utility infrastructure. Several pedestrian walkways are proposed that would provide a connection between the buildings and the Class II trail. The proposed site layout is presented in the site plan (Figure 3).

Utility infrastructure including water, sewer, gas and electric lines would be installed in accordance with the requirements of the Joerger Ranch Specific Plan and local utility providers.

Specific Plan

The Soaring Ranch Project is part of the Joerger Ranch Specific Plan (JRSP or Specific Plan), which was approved by the Town in March 2015. Soaring Ranch is proposed within the Regional Commercial (CR) zone district within the designated Regional Economic Cluster. The CR zoning district is located on the south side of Soaring Way. The targeted land uses for this zoning area include commercial and retail services that emphasize buildings larger than 5,000 sf. and can host a variety of retail uses, such as a grocery market; general merchandise (large floor plate); home furnishings/appliances; office space (large floor plate); and casual dining restaurants. Multi-family housing and workforce housing units are allowed in this zone with approval of a Conditional Use Permit.

The CR zoning district allows a maximum Floor Area Ratio (FAR) of 0.25 for commercial and industrial uses. The maximum non-residential development in the 16.3-acre CR zoning district allowed by the Specific Plan would therefore be 177,500 sf. The JRSP EIR assumed 101,843 sf of commercial development in the CR zoning district, and an additional 52,881 sf of commercial development in the Regional Support Commercial (CRS) zoning district (which was eliminated in the final adopted JRSP, but was nevertheless analyzed in the EIR, for a total of 154,724 sf of regional commercial development). The total commercial development built in the Soaring Ranch Phase 1 Project is 56,772 sf and the total commercial development within the approved Soaring Ranch Phase 2 Project is 31,523 sf for a total of 88,295 sf. With 7,834 sf of proposed commercial in Phase 3, the total commercial development in Soaring Ranch would be 96,129 sf, below the amount allowed by the zoning and analyzed in the JRSP EIR.

The JRSP provides for residential uses, including a 4.0-acre site zoned for Workforce Multi-Family Residential, maximum density of 20 units per acre (RMW- 20). The JRSP EIR assumed a total of 97 housing units (41 in the RMW 20 site and 56 additional units distributed throughout the Specific Plan area) that would be constructed throughout the Specific Plan Area, including the RMW-20 zone. For purposes of the analysis of Phase 3 in this checklist, it is assumed that the 109 residential units proposed under Phase 3 are in addition to, and do not replace, the 97 units analyzed in the JRSP EIR. Additionally, 69 residential units were approved for Phase 2.

Project Approvals

The applicant is requesting a Development Permit, Planned Development Amendment, Use Permit, and Density Bonus. These entitlements are briefly described below.

- **Development Permit** – For permitted projects with 7,500 square feet or more of floor area and/or 26,000 square feet or more of site disturbance.
- **Planned Development Amendment** – To revise the overall Soaring Ranch site plan to integrate the Phase 3 mixed-use development.
- **Use Permit** – To allow for multi-family residential units in the CR zoning district at a density of 12 units per acre, consistent with the General Plan and JRSP.
- **Density Bonus –** To construct 18 “low-income” affordable units and increase the allowed number of residential units from 73 to 109 (50% increase)

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The Truckee-Tahoe Airport is located north and northeast of the site. Soaring Ranch Phase 2 is adjacent to the north. Soaring Ranch Phase 1 is located to the northwest. The Hampton Inn & Suites is located to the east, with self-storage units located further east. The North Shore Road/State Route 267 form the southern and western sides of the site. South of North Shore Road are several residential units (including short-term rental units) and the Truckee Lutheran Presbyterian Church.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The JRSP EIR identified the following agencies whose approval may be required for subsequent actions within the scope of the EIR.

- Regional Water Quality Control Board (Lahontan Region) –National Pollutant Discharge Elimination System NPDES) General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP).
- California Department of Transportation (Caltrans) – Encroachment permits for improvements within the North Shore Road/State Route 267 right of way.
- Northern Sierra Air Quality Management District (NSAQMD) – Approval of construction-related air quality permits pursuant to NSAQMD rules and regulations.

The project is within the Airport Influence Area of the Truckee-Tahoe Airport. Therefore, the Airport Land Use Commission was consulted, and the use determined by staff to be consistent with the Airport Land Use Compatibility Plan on July 27, 2022.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Compliance with AB 52 is not required, as the prior EIR has been certified. This issue is not further addressed.

Evaluation of Environmental Impacts

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the JRSP EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to answer the questions to be addressed pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.1 Aesthetics

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a,b) Would the project have a substantial adverse effect on a scenic vista? Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The JRSP EIR evaluates impacts to visual and aesthetic resources in Section 3.13. Impact 3.13-1 (EIR p. 3.13-5) states there are no designated vistas or scenic highways within the Town of Truckee. The EIR concluded no impact would occur. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).

The Project site has been identified as a gateway to the Town from the south in the 2025 General Plan. JRSP EIR Impact 3.13-2 (EIR p. 3.13-5) concludes that the high visual quality and viewer sensitivity indicate a high potential for significant visual impacts without careful project design. The EIR determined the impact would be less than significant due to the implementation of the Specific Plan design guidelines and standards, which would ensure consistent development that is in line with the Town's vision for the community's identity.

The Project is located in, and entirely occupies, the CR zoning district of the JRSP area, which specifically focuses on large floor plate commercial and office uses that serve both local and regional markets and which would accommodate those larger size businesses with building footprints of 5,000 sf or larger that typically would not physically fit elsewhere within the Town. Consistent with JRSP project objective 2, which calls for the creation of commercial, retail, business park, light industrial and manufacturing land use opportunities to serve local residents and tourists (EIR p. 2.0-3), the Project's proposed Buildings H through K reflects larger size buildings, with footprints of around 7,500 sf. The JRSP includes design guidelines for commercial development, which the Project must adhere to.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. Thus, no change in the existing visual character or quality of views of the site would occur and no new impact would occur.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The JRSP EIR Impact 3.13-3 (EIR p. 3.13-7) found that the light sources from the proposed development may have a significant adverse impact on the surrounding areas, by introducing nuisance light into the area and decreasing the visibility of nighttime skies. Additionally, on-site light sources may create light spillover impacts on the surrounding land uses. The EIR concluded that implementation of Mitigation Measure 3.13-1 which requires preparation of an exterior lighting plan to include lighting standards in compliance with Chapter 18.30.060 of the Town's Development Code would reduce this potential impact to less than significant. Mitigation Measure 3.13-1 would be incorporated as a condition of approval for the Project.

No changes in the environmental or regulatory setting has occurred. The Project would be required to comply with Mitigation Measure 3.13-1, and no new or substantially greater impact would occur. The Project would not create new sources of light or glare that could adversely affect day or nighttime views and there would be no new impact.

3.2 Agriculture and Forestry Resources

		Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

The JRSP EIR evaluates impacts to loss of agricultural land and forest resources in the Initial Study (see EIR Appendix A). According to Section 3.2, Biological Resources, the majority of the Project site is composed of Great Basin sagebrush scrub. Jeffrey pine and lodgepole pine trees occur scattered around the site and in clusters on the southern portion of the Project site on either side of North Shore Road/State Route 267. Due to the lack of agricultural resources, the EIR "scoped out" the issue of agricultural resources in the

Initial Study. There is no land designated for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project site. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

As discussed in the EIR Initial Study (see EIR Appendix A), the Project site is not zoned for agriculture and is not under a Williamson Act contract. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The Project site is not zoned for forest land, timberland or Timberland Production. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

As described in Section 3.2, Biological Resources of the JRSP EIR, the Project site contains some clusters of pine trees, but is not classified as forest land and would not convert forest land to non-forest uses. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The JRSP EIR determined implementation of the Specific Plan would not result in impacts to Farmland or forest land. No substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

3.3 Air Quality

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The JRSP EIR analyzed the Specific Plan's consistency with applicable air quality policies, including the Town's General Plan and the Town's Particulate Matter Air Quality Management Plan in Section 3.1, Air Quality. Per Table 3.1-4 in the EIR (EIR p. 3.1-10), the JRSP is consistent with the applicable plans.

The Project is consistent with the Specific Plan; therefore, no new air quality plans, not considered in the EIR, would apply the Project. No new impact would occur.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The JRSP EIR considered direct and indirect air emissions from proposed development and found the impact would be significant (Impact 3.1-1). The EIR identified four mitigation measures to reduce air emissions (Mitigation Measures 3.1-1 through 3.1-4). These measures address the reduction of Area Source Emissions (Mitigation Measure 3.1-1), Energy Source Emissions (Mitigation Measure 3.1-2), and Mobile Source Emissions (Mitigation Measure 3.1-3). Mitigation Measure 3.1-4 requires the preparation of a Particulate Matter Reduction Plan to be submitted to the Northern Sierra Air Quality Management District (NSAQMD) and shall include measures to reduce particulate matter (PM) emissions. If the plan would not achieve a 100% reduction in PM, the applicant shall be required to pay an in-lieu mitigation fee (calculated at the time of building permit issuance or final map recordation).

The overall level of development in the proposed Project is generally consistent with that considered in the EIR. However, buildout of Soaring Ranch will have more residential units and less regional commercial

development than was estimated in the JRSP EIR. The JRSP EIR considered the development of 154,724 sf of regional commercial, located on the Soaring Ranch site. Phase 1 of Soaring Ranch includes 56,772 sf of commercial and Phase 2 incudes 31,523 sf of commercial, for total commercial development of 88,295 sf. Phase 3 includes an additional 7,834 sf of commercial for a total of 96,129 sf of commercial for phases 1-3. In addition, Phase 3 includes 109 residential units for a total of 178 residential units when combined with Phase 2. The JRSP EIR assumed a total of 97 housing units would be constructed throughout the Specific Plan area, up to 80 of which may be constructed on the parcel designated for medium density residential development. The Specific Plan allows multifamily housing in the CR zoning district. The Project density meets the 12 unit per acre minimum identified in Air Quality Mitigation Measure 3.1-3. However, the EIR did not assign specific residential units to the CR parcel. Construction of the 109 housing units, in conjunction with the 69 units in Phase 2 and the 80 units allowed by right in the RMW zone would equal 258 units, exceeding the 97 units analyzed in the EIR (17 of which could be assigned to the Soaring Ranch development). The land use comparison between the EIR air quality analysis and the current proposed buildout is shown in Table 1.

Table 1
Land Use Summary

Land Use	CalEEMod Category	JRSP EIR Assumptions	Proposed Soaring Ranch Buildout
		sq ft	
Regional Commercial (Big Box Store)	Regional Shopping Center	154,724	56772
Medium Rise Residential	Apartments Mid-Rise	17 units	178 units
Bottom Floor Retail of Mix Use Building	Strip Mall	0	39357

The air quality model, CalEEMod, was used to compare the project as described in the JRSP EIR with the current proposed buildout of Soaring Ranch. The results of the CalEEMod analysis are shown in Table 2.

Table 2
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Original Project						
Area	5.98	0.27	1.53	<0.01	0.03	0.03
Mobile	30.60	36.84	215.20	0.30	27.46	7.56
Energy	0.03	0.31	0.26	<0.01	0.02	0.02
Total	**36.61**	**37.42**	**216.99**	**0.30**	**27.51**	**7.61**
Proposed Soaring Ranch Buildout						
Area	8.77	2.83	15.82	0.02	0.30	0.30
Mobile	23.74	29.64	172.25	0.25	22.49	6.19
Energy	0.04	0.35	0.23	<0.01	0.03	0.03
Total	**32.55**	**32.82**	**188.30**	**0.27**	**22.82**	**6.52**

Table 2
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Net Change	(4.06)	(4.60)	(28.69)	(0.03)	(4.69)	(1.09)

Note: Mobile emissions were based on the traffic generation for the original and currently proposed project prepared by LSC Transportation Consultants, Inc (LSC 2022).

Under the proposed Project, emission levels of all criteria pollutants would decline. When compared to the total JRSP emissions (prior to mitigation), shown in Table 3.1-6 of the EIR, the decrease would not reduce emissions substantially, nor change the conclusions of the EIR.

JRSP EIR Impact 3.1-2 (EIR p. 3.1-16) considered the potential impacts of construction emissions and concluded the impact would be potentially significant. Implementation of Mitigation Measures 3.1-5 (short-term construction emissions), 3.1-6 (construction NO_x emissions), and 3.1-7 (Fugitive Dust Plan) would reduce the impact to less than significant. No substantial changes in the overall amount of proposed construction have occurred.

The EIR considered the potential of the proposed development to create carbon monoxide hotspots. Impact 3.1-3 (EIR p. 3.1-20) found this potential impact to be less than significant. No substantial changes in the overall amount of proposed development or the environment have occurred so there would be no change to this impact.

The Project would be subject to Mitigation Measures 3.1-1 through 3.1-7, to be included as conditions of Project approval. As discussed, no substantial changes in the Project, the Project circumstances, or substantial new information have occurred since the certification of the EIR have occurred. Thus, no new impacts or substantially greater impacts would occur.

The cumulative setting for air quality impacts is the Mountain Counties Air Basin. Under buildout conditions in the 2025 Truckee General Plan, the Mountain Counties Air Basin would continue to experience increases in criteria pollutants and efforts to improve air quality throughout the basin would be hindered. The EIR concluded that the development of the JRSP would result in cumulatively considerable emissions (Impact 4.1). Implementation of Mitigation Measures 3.1-1 through 3.1-3 would reduce emissions, but not to a less-than-considerable level resulting in a significant and unavoidable cumulative impact.

The Project is consistent with buildout of the JRSP and would therefore contribute to this cumulative impact. The state and national air quality attainment status of the Project site have not changed since the certification of the EIR. No changes in the circumstances of the Project (or new information) would result in a new or substantially greater impact than the impact identified in the EIR. Thus, the Project would not result in a new cumulative impact.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

The JRSP EIR considered the potential of the JRSP to expose sensitive receptors to pollutant concentrations, including highways and the nearby Truckee-Tahoe Airport. The EIR concluded these

impacts are less than significant, as discussed under Impact 3.1-4 (EIR p. 3.1-21). In addition, since the certification of the EIR, the California Supreme Court held CEQA "does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents." (*California Building Industry Assn. v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 392).

The Project location has not changed, and no new sensitive receptors have been identified. Therefore, no new impact would occur.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The JRSP EIR concluded that the Project may create temporary odors associated with roadway construction under Impact 3.1-5 (EIR p. 3.1-23), but any odors would be minor and temporary in duration. Impact 3.1-5 determines this impact to be less than significant. The Project does include construction of roadway improvements, consistent with development of the Specific Plan area. Thus, no changes with respect to the roadway improvements, or the circumstances of the Project, have occurred and no new impact would occur.

3.4 Biological Resources

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The JRSP EIR evaluated potential impacts to biological resources in Section 3.2, Biological Resources. The analysis contained in this Section of the EIR found that the proposed development would result in significant impacts to raptors and special-status bird species protected under the Migratory Bird Treaty Act and California Fish and Game Code (Impact 3.2-1). The EIR identified Mitigation Measure 3.2-1 (EIR p. 3.2-

15) to reduce impacts to special-status bird species a less-than-significant level. This mitigation measure would require the Project applicant to retain a qualified biologist to perform a preconstruction nesting bird survey 30 days prior to construction to ensure that occupied nests on and immediately adjacent to the Project site would not be impacted by Project construction activities. If it is determined from the preconstruction survey that there are occupied nests, then the Project applicant shall either avoid the Project area until the nesting season is over, or seek consultation with the appropriate regulatory agency (CDFW or USFWS) for the appropriate permits and mitigation measures. If it is determined that the Project site does not contain occupied nests, then no additional action is necessary. The EIR concluded that the impact would be less than significant with the implementation of this mitigation measure.

The EIR also determined that although three special-status mammal species and one special-status fish species are documented within a five-mile radius of the Project site, the Project would not cause significant impacts to these species or their habitats. However, the proposed development does have the potential to have direct or indirect effects on special-status plant species (Plumas ivesia). Plumas ivesia was identified as occurring within Phase 2 of Soaring Ranch. The EIR included Mitigation Measure 3.2-3 (remove and replant Plumas ivesia plants) to reduce impacts to special-status plant species to less than significant. Mitigation Measure 3.2-3 requires that all Plumas ivesia plants located within areas of the Project site that would be impacted by ground disturbance be hand excavated and immediately moved to a pre-determined replanting site with similar suitable habitat conditions. Implementation of Mitigation Measure 3.2-3 would reduce Project impacts to special-status plant species to less than significant.

The EIR also concluded that Project development has the potential to introduce or spread noxious weeds that could result in the displacement of special-status plant species and degradation of habitat for special-status wildlife species. Mitigation Measure 3.2-8 (include requirements in plans to limit spread of noxious weeds) was proposed to reduce impacts resulting from noxious weeds to less than significant. Mitigation Measure 3.2-8 requires that the Project applicant incorporate weed control measures and best management practices (BMPs) into Project plans and specifications. Implementation of this mitigation measure would ensure that Project impacts related to noxious weeds would be reduced to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to candidate, sensitive, or special-status plant or wildlife species would occur.

Mitigation Measures 3.2-1, 3.2-3, and 3.2-8 will be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project would be required to comply with Mitigation Measures 3.2-1, 3.2-3, and 3.2-8, and no new or substantially greater impact would occur.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Section 3.2 of the EIR states that the majority of the Project site consists of Great Basin sagebrush scrub. Jeffrey pine (*Pinus jeffreyi*) and lodgepole pine (*P. contorta*) occur scattered around the site and in clusters on the southern portion of the Project site (Impact 3.2-8, p. 3.2-23). These are not considered sensitive natural communities. The Soaring Ranch site also includes hydrologic features that possess higher habitat

quality than the remainder of the Project site, including a 0.11-acre ephemeral stream. This wetland feature was addressed in the permitting for Phase 1. .

The level of site disturbance, including building area, in the proposed Project is consistent with that considered in the EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to sensitive natural communities would occur.

The Project would be required to comply with Mitigation Measures 3.2-4 through 3.2-7, and no new or substantially greater impact would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The EIR considered the potential for the proposed development to impact wetlands. Impact 3.2-5 found one wetland, a 0.11-acre ephemeral stream, occurs on the Soaring Ranch site and development of the site would potentially result in significant impacts to this wetland. Mitigation Measures 3.2-4, 3.2-5, 3.2-6, and 3.2-7 were proposed to reduce impacts to wetlands to a less than significant level. These measures address wetland delineation and determination (Mitigation Measure 3.2-4), Minor Use Permit (Mitigation Measure 3.2-5), consultation with RWQCB and CDFW and compliance with RWQCB and CDFW regulations (Mitigation Measure 3.2-6), and installing construction barriers to protect wetlands (Mitigation measure 3.2-7). Implementation of Mitigation Measures 3.2-4 through 3.2-7 would reduce project impacts to wetlands to less than significant. These measures were implemented as part of Phase I of the Soaring Ranch Project.

The level of development, including building area, in the proposed Project is consistent with that considered in the EIR. The circumstances of the project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to wetlands would occur.

Mitigation Measures 3.2-4, 3.2-5, 3.2-6, and 3.2-7 were be incorporated into Phase I of the Project. No changes in the environmental or regulatory setting have occurred, and no new or substantially greater impact would occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The JRSP EIR Impact 3.2-6 (EIR p. 3.2-22) found that Project development has the potential to fragment migratory or nursery habitat. However, because the Project site is largely fragmented due to existing development and roadways that bisect the Project site and is surrounded by existing development, the suitability of the site as a migratory corridor or nursery site is low. Therefore, the EIR concluded that the Project have would have a less-than-significant impact on migratory corridors and nursery sites.

The level of development, including area of disturbance, in the proposed Project is consistent with that considered in the EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No changes in the amount of proposed

development or the environmental or regulatory setting have occurred. Therefore, no new or substantially greater impact to migratory corridors and nursery sites would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The JRSP EIR determined that although Project development would be consistent with most of the policies within the 2025 General Plan that are related to biological resources, the Project would be inconsistent with Conservation and Open Space policies P4.4, P4.5 and P9.1 because it would result in permanent disturbance to an ephemeral stream and would not provide links between open space areas (Impact 3.2-8, p. 3.2-23). Mitigation Measure 3.2-10 was proposed to reduce impacts related to conflicts with local policies related to biological resources. Mitigation Measure 3.2-10 requires the Project applicant to redesign the Project to ensure that open space areas, except for hydrologic features, include an appropriate trail linkage to adjacent trail/recreational facilities. Furthermore, General Plan policies P4.4 and P4.5 prohibits impacts to wetlands that are inconsistent with the Town Code. Mitigation Measures 3.2-4, 3.2-5, 3.2-6, and 3.2-7 (described above) address wetland delineation and determination requirements (Mitigation Measure 3.2-4), Minor Use Permit (Mitigation Measure 3.2-5), consultation with RWQCB and CDFW and compliance with RWQCB and CDFW regulations (Mitigation Measure 3.2-6), and installing construction barriers to protect wetlands (Mitigation Measure 3.2-7). Implementation of Mitigation Measures 3.2-4 through 3.2-7 and 3.2-10 would ensure that the Project is consistent with policies P4.4, P4.5 and P9.1 of the Open Space and Conservation Element of the 2025 Truckee General Plan and that the Project would have a less-than-significant impact related to local policies protecting biological resources.

The level of site disturbance, including building area, in the proposed Project is consistent with that considered in the EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to policies and ordinances protecting biological resources would occur.

No changes in the environmental or regulatory setting have occurred. The Project would be required to comply with Mitigation Measure 3.2-4 through 3.2-7 and 3.2-10, and no new or substantially greater impacts would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As described under Impact 3.2-8 of the EIR (EIR p. 3.2-23), there are no Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) in effect for the Project site. Therefore, Project development would not conflict with the provisions of an adopted HCP or NCCP, or other approved habitat conservation plan. No changes in the amount of proposed construction or the environmental or regulatory setting have occurred. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. Therefore, no new or substantially greater impact related to potential conflicts with a habitat conservation plan would occur.

3.5 Cultural Resources

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

See discussion under item (b), below.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The JRSP EIR determined that, based on a records search and field survey, the Project site does not contain significant known historical or archeological resources (Impact 3.3-1). However, Project development still has the potential to uncover buried and previously undiscovered cultural resources. Mitigation Measure 3.3-1 (EIR p. 3.3-16) was proposed to reduce impacts to cultural resources discovered during construction activities. Implementation of Mitigation Measure 3.3-1 which requires work to stop in the event a resource is unearthed would reduce potential impacts to unknown historical and archeological resources to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to historical and archeological resources would occur.

The Project fully complies with the scope and intensity of development contemplated in the JRSP EIR. Mitigation Measure 3.3-1 would be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measure 3.3-1, and no new or substantially greater impact would occur.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The potential for the Project to adversely impact to human remains is addressed under Impact 3.3-3 on page 3.13-17 of the JRSP EIR. The analysis determined that Project development has the potential to result in inadvertent impacts to human remains. Mitigation Measure 3.3-3 requires specific steps be taken if

human remains are discovered in accordance with state and federal regulations. Compliance with this mitigation measure would reduce impacts to human remains to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to disturbance of human remains would occur.

Mitigation Measures 3.3-3 would be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measure 3.3-3, and no new or substantially greater impact would occur.

3.6 Energy

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The JRSP EIR addresses energy consumption and resources in Section 3.12 under Impact 3.12-7. The Specific Plan has been designed to include a variety of Green Design standards including access to pedestrian and bicycle trails, energy efficient buildings, reduced water usage, and reuse/recycling requirements (EIR p. 3.12-19). The Specific Plan also includes Energy Consumption standards that include natural cooling, passive solar heating, photovoltaic (PV) systems, pre-plumbing for solar water heating, and radiant floor heating systems. All of these design requirements reduce the unnecessary consumption of energy resources resulting in a less-than-significant impact.

In addition to the Specific Plan's Green Design standards and Energy Consumption standards, the Project would be required to comply with all of the Town's applicable development code requirements for new construction, including separating recyclable materials during construction; complying with the CBC and the California Green Building Code (CalGreen); the Town's Model Water Efficient Landscape Ordinance (MWELO) and Water Efficient Landscape Ordinance (Development Code Section 18.40.060. The Project is designed to not contribute to the wasteful, inefficient or unnecessary consumption of resources during construction and operation.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to the energy would occur.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

See discussion under Topic 3.8, item (b), below.

3.7 Geology and Soils

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and surface ground rupture and/or fault creep is not expected to occur near the Project site, as discussed in the JRSP EIR on page 3.4-3 and also under Impact 3.4-1 on page 3.4-11. Impacts related to rupture of a fault or strong seismic ground shaking were found to be less than significant.

Impact 3.4-2 (EIR p. 3.4-11) found that Project development would not result in the potential to expose people or structures to potential adverse effects involving ground failure, including liquefaction, or landslides, and concluded that impacts would be less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to the above-listed geologic hazards would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The JRSP EIR concluded that construction and site preparation activities associated with Project development could result in substantial soil erosion or the loss of topsoil (Impact 3.4-3). In order to reduce impacts to less than significant, Mitigation Measures 3.4-1 and 3.4-2 (EIR p. 3.4-12) were proposed to minimize soil erosion during and after Project construction. Mitigation Measure 3.4-1 requires Project plans to comply with grading, erosion, sediment, and pollution control requirements of the Regional Water Quality Control Board prior to the issuance of a grading permit. Mitigation Measure 3.4-2 specifies that during construction activities the Project applicant shall ensure that sediment control measures and practices are implemented, properly installed, and maintained. Furthermore, this mitigation measure requires that the requirements of the Stormwater Pollution Prevention Program or SWPPP which includes record keeping and data management procedures are implemented by the Project applicant, and that the Town inspects the construction site to verify compliance with the SWPPP.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to soil erosion or loss of topsoil would occur.

Mitigation Measures 3.4-1 and 3.4-2 would be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measures 3.4-1 and 3.4-2, and no new or substantially greater impact would occur.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

See discussion under item (d), below.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The JRSP EIR considered potential impacts related to unstable or expansive soils and concluded that Project development would result in less than significant impacts from these issues (Impact 3.4-4). The majority of the Project site was determined to be composed of low expansive soils, as discussed on page 3.4-12. Because the Town requires a licensed geotechnical engineer to provide specific design recommendations to reduce risks associated with unstable soils and frost heave, the Project would comply with recommendations provided by the geotechnical engineer and impacts related to unstable or expansive soils on the Project site would be less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new or substantially greater impact related to unstable or expansive soils would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project is located within the Town and would connect to the Truckee Sanitation District's wastewater collection system and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the use of alternative wastewater disposal systems.

The circumstances of the project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new or substantially great impacts related to the use of septic tanks or alternative wastewater disposal systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project development has the potential to result in a significant impact to unknown buried paleontological resources, as discussed under Impact 3.3-2 on page 3.3-16 of the JRSP EIR. Mitigation Measure 3.3-2 was included to reduce impacts to paleontological resources discovered during construction activities. This mitigation measure requires all work to be halted immediately within 165 feet of the discovery, the Town be notified, and a qualified paleontologist to be retained to determine the significance of the find. If the paleontological resource is found to be significant, the mitigation measure requires that it be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution to be curated and displayed for public educational purposes. Implementation of Mitigation Measure 3.3-2 would reduce potential impacts to unknown paleontological resources to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to paleontological resources would occur.

Mitigation Measure 3.3-2 would be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measures 3.3-2, and no new or substantially greater impact would occur.

3.8 Greenhouse Gas Emissions

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The JRSP EIR analyzed the short-term (construction) and long-term emissions of greenhouse gas emissions (GHG) associated with buildout of the Specific Plan. Impact 3.5-1 on page 3.5-14 concluded the Project results in a potentially significant to GHGs. Implementation of Mitigation Measures 3.1-1 through 3.1-4 (Air Quality) would reduce GHG emissions to less than significant.

The overall level of development in the proposed Project is generally consistent with that considered in the EIR. However, buildout of Soaring Ranch will have more residential units and less regional commercial development than was estimated in the JRSP EIR. The JRSP EIR considered the development of 154,724 sf of regional commercial, located on the Soaring Ranch site. Phase 1 of Soaring Ranch includes 56,772 sf of commercial and Phase 2 incudes 31,523 sf of commercial, for total commercial development of 88,295 sf. Phase 3 includes an additional 7,834 sf of commercial for a total of 96,129 sf of commercial for phases 1-3. In addition, Phase 3 includes 109 residential units for a total of 178 residential units when combined with Phase 2. The JRSP EIR assumed a total of 97 housing units would be constructed throughout the Specific Plan area, up to 80 of which may be constructed on the parcel designated for medium density residential development. The Specific Plan allows multifamily housing in the CR zoning district. However, the EIR did not assign specific residential units to the CR parcel. Construction of the 109 housing units, in conjunction with the 69 units in Phase 2 and the 80 units allowed by right in the RMW zone would equal 258 units, exceeding the 97 units analyzed in the EIR (17 of which could be assigned to the Soaring Ranch development). See the Air Quality section, Table 1, for a comparison of the EIR land use assumptions and Soaring Ranch.

The air quality model, CalEEMod, was used to compare the GHG emissions of the project as described in the JRSP EIR with the current proposed buildout of Soaring Ranch. The results of the CalEEMod analysis are shown in Table 3.

Table 3
Estimated Annual Operational Greenhouse Gas Emissions - Unmitigated

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Original Project				
Area	12.26	<0.01	<0.01	12.34
Energy	489.12	0.03	<0.01	491.39
Mobile	3,825.93	0.38	0.26	3,912.26
Solid waste	34.57	2.04	0.00	85.63
Water supply and wastewater	23.52	0.41	0.01	36.73
			Total	**4,538.35**
Proposed Soaring Ranch Buildout				
Area	128.34	<0.01	<0.01	129.14
Energy	474.41	0.03	<0.01	476.63
Mobile	3,323.50	0.32	0.22	3,396.87
Solid Waste	37.11	2.19	0	91.94
Water supply and wastewater	35.16	0.61	0.01	54.83
			Total	**4,149.41**
			Net Change	**(388.94)**

Note: Mobile emissions were based on the traffic generation for the original and currently proposed project prepared by LSC Transportation Consultants, Inc (LSC 2022).

As shown in Table 3, the unmitigated GHG emissions are slightly reduced under the proposed Project, although not enough to change the conclusions of the EIR. Therefore, no substantial changes have occurred with regard to the Project. No changes have occurred in the circumstances of the Project (or new information identified) that would result in a new or substantially greater impact, and no information of substantial importance has been identified that would affect the impact findings of the EIR.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Town does not have a climate action plan, although it has begun the process to create a general plan element addressing climate change. Lacking an applicable local plan, the JRSP EIR considered consistency of the Specific Plan with applicable General Plan polices as well as compliance with Assembly Bill 32 (AB 32) Scoping Plan (2008). As discussed in Section 3.5.5, the EIR concludes the Specific Plan would not conflict with the AB 32 Scoping Plan.

In 2014, the California Air Resources Board (CARB) completed the first update to the AB 32 Scoping Plan. The First Update defines CARB's climate change priorities for the next five years, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The Scoping Plan

has subsequently been updated in 2017 and the 2022 Update is currently underway. In 2017, the Town adopted Resolution 2017-29, which expanded the Town's commitment to climate action, and Resolution 2017-58, which established renewable energy and GHG targets for Truckee. These changes do not affect the 2020 reduction goals in the 2008 Scoping Plan, nor do they introduce any additional requirements on local land use agencies. The Project would be required to comply with the Town's renewable energy and GHG targets, if appliable. Therefore, no changes in circumstance or new information would result in a new impact.

3.9 Hazards and Hazardous Materials

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

See discussion under item (b), below.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The JRSP EIR determined that future construction and operational activities would have the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials and accidental release of hazardous materials into the environment (Impact 3.6-1). These activities include the use of petroleum-based products and chemicals including paints, cleaners and solvents during construction and use of household hazardous materials and the use/storage of commercial/industrial grade chemicals during operation. Mitigation Measure 3.6-1 (EIR p. 3.6-14) was proposed to reduce impacts related to the use and storage of hazardous materials onsite to less than significant. This mitigation requires preparation of a Hazardous Materials Business Plan to be reviewed and approved by the County's Environmental Health Division.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to associated with the types of hazardous materials would occur.

Mitigation Measure 3.6-1 would be incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measure 3.6-1, and no new or substantially greater impact would occur.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are six schools within the Truckee area: Tahoe Truckee High School, Sierra Mountain Middle School, Glenshire Elementary, Truckee Elementary, Sierra High School, and Prosser Creek Charter School. Because none of these schools is located within one-quarter mile of the Project site, the Project would have a less than significant impacts related to these hazards, as discussed under Impact 3.6-2 on page 3.6-15.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to hazardous emissions or materials within one-quarter mile of a school would occur.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Impact 3.6-3). A Phase I Environmental Site Assessment prepared for the JRSP EIR determined potentially hazardous conditions within the plan area that could result in a significant hazard to the public or the environment. Mitigation Measure 3.6-1 on page 3.6-17 requires the applicant to dispose

of all materials noted in the Phase 1 ESA prior to issuance of a grading permit. Mitigation Measure 3.6-3 (page 3.6-17) requires construction to halt if, during grading activities, there is any evidence of soil discoloring or odors that indicate a potential contamination anywhere on the project site. The measure also requires evaluation and remediation, if necessary. Note that the JRSP EIR also includes Mitigation Measure 3.6-2, well abandonment, which is not applicable to the Project.

Mitigation Measures 3.6-1 and 3.6-3 would be incorporated as conditions of approval into the Project. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to hazardous materials contaminants on the site would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The JRSP is located within the sphere of influence of the Truckee-Tahoe Airport, which is located 0.6 miles east. The Truckee-Tahoe Airport Land Use Compatibility Map designates the Specific Plan area as land use zones B1, B2 and D (Truckee Tahoe Airport Land Use Commission 2016). The proposed Project is located in land use zone D. As described in the JRSP EIR under Impact 3.6-4 on page 3.6-17, the Truckee-Tahoe Airport Land Use Compatibility Plan (ALUCP) indicates that this area has a low safety risk and the noise levels are appropriate for high-density (i.e., more than five units per acre) residential development. Noise levels of 55 dBA CNEL extend into this zone during the peak season, but noise is more of a concern with respect to individual loud events than with cumulative noise contours. The heights of structures must be limited to less than 100 feet above the runway elevation in this area. According to the Truckee Tahoe Airport Land Use Compatibility Plan, the proposed land uses and building heights within the Specific Plan are compatible with the current airport land use plan. Therefore, the EIR concluded that the JRSP would result in less- than-significant impact related to airport hazards.

The proposed Project site is located within land use zone D of the Truckee-Tahoe Airport Land Use Compatibility Map and is consistent with the land use types and heights analyzed for this zone in the JRSP EIR. The Project includes four-story buildings that would not exceed 50-feet in height.). High density housing (above 5 units per acre), local serving retail (not to exceed FAR of 0.59) are allowed in Zone D. Zone D also allows child day care if it limited to 14 or fewer children (see ALUP Policy 5.2.3(a)(1)). Projects in Zone D are required to dedicate an overflight easement to the Truckee-Tahoe Airport.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the JRSP EIR. No new impacts related to aircraft hazards and noise exposure from a public airport or public use airport would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The JRSP would not result in significant road closures, traffic detours, or congestion that could hinder emergency vehicle access or evacuation during an emergency, as addressed under Impact 3.6-6 on page 3.6-19 of the JRSP EIR. Therefore, the JRSP would result in a less-than-significant impact related to an adopted emergency response plan or emergency evacuation plan.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to emergency access or operations would occur.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The JRSP area is not located within a state responsibility area or within a Very High Fire Hazard Severity Zone, as discussed under Impact 3.6-7 on page 3.6-20. Future JRSP development is subject to the Truckee Fire Protection District ordinances and the Town's Standard Conditions for Fire Protection Services which requires fire protection infrastructure facilities, and improvements on or adjacent to the property and payment of development fees for fire protection facilities and services to ensure that fire hazards are minimized. In addition, all development is subject to the California Building Code and the requirements under the California Fire Code. Compliance with the standard condition of approval, which requires appropriate installation of hydrants with minimum fire flow requirements, access and turnaround requirements, automatic sprinkler systems, and fuel clearance requirements, would reduce potential impacts for wildland fires to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts related to wildland fire hazards would occur. See also the discussion under Section 3.19 of this Initial Study that further addresses wildfire concerns.

3.10 Hydrology and Water Quality

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The JRSP EIR identifies potentially significant impacts for both construction and operation associated with future Specific Plan development. Impact 3.7-1 on page 3.7-16 concludes that slope and soil disturbance associated with construction activities could cause accelerated soil erosion and sedimentation or the release of pollutants to downslope areas resulting in a potentially significant impact. Implementation of

Mitigation Measures 3.7-1 and 3.7-2 (EIR p. 3.7-18) would reduce the impact to less than significant. Mitigation Measure 3.7-1 requires preparation of a SWPPP as required by the State General Construction Activity Storm Water Permit and in compliance with erosion control requirements of the Lahontan RWQCB. Mitigation Measure 3.7-2 requires grading complies with the Town's Development Code. Impact 3.7-2 concludes that there is the possibility that development could introduce sediments and constituent pollutants typically associated with urban development into storm water runoff that would have the potential to degrade water quality is potentially significant. Implementation of Mitigation Measure 3.7-3 which requires the applicant to prepare a Storm Water Management Plan would reduce the impact to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to associated with impacts to water quality would occur.

Mitigation Measures 3.7-1, 3.7-2 and 3.7-3 would be incorporated as conditions of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measures 3.7-1, 3.7-2 and 3.7-3 and no new or substantially greater impact would occur.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The JRSP EIR notes on page 3.7-22 that based on the soil characteristics the Project site is not located in a significant groundwater recharge area. The depth to groundwater is over 70 feet. As required by the Lahontan RWQCB and the Town, the stormwater system would include the capture and diversion of stormwater from impervious services to areas that allow infiltration (EIR p. 3.7-22). Because there would be no depletion of groundwater or interference with groundwater recharge Impact 3.7-3 concluded the impact would be less than significant.

The size and location of development in the proposed Project is consistent with that considered in the EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. Therefore, no new or substantially greater impact would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

The JRSP EIR concludes that development of the site could increase storm water volumes and rates that could result in downstream flooding and the exceedance of existing stormwater drainage capacity, increase

in erosion and siltation, and increase in polluted runoff (Impact 3.7-4). This potentially significant impact is reduced to less than significant through implementation of Mitigation Measure 3.7-4 which requires detention/retention storage for a 20-year 1-hour storm runoff event and low impact design measures to prevent the increase in stormwater flows.

The size and location of development in the proposed Project is consistent with what was considered in the JRSP EIR. Surface drainage from impervious surfaces such as new buildings and driveways will be directed to onsite bioretention and underground infiltration systems designed to treat runoff and accommodate a 20-year, 1-hour storm event.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. The Project would comply with Mitigation Measure 3.7-4; no new or substantially greater impact would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The JRSP area is not located within a 100-year flood hazard area or in an area subject to a tsunami, seiche or mudflow, as explained under Impacts 3.7-6 and 3.7-7 on page 3.7-25; therefore, the EIR concluded that other flooding hazards, including flooding from dam failure inundation due to failure of the nearest upstream dams (Lake Tahoe Dam and Donner Lake Dam) would be less than significant. Because flood hazards would be less than significant, the potential risk due to the release of pollutants associated with flooding is minimal. Furthermore, the types of commercial, retail, and residential uses proposed do not require the use or storage of substantial quantities of hazardous materials that would pose a substantial risk of releasing pollutants should inundation of the Project site occur.

The size and location of development in the proposed Project is consistent with what was considered in the JRSP EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. Therefore, no new or substantially greater impact would occur.

d) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact 3.7-5 on page 3.7-24 of the JRSP EIR indicates that the Truckee River is listed as an impaired water body. The Specific Plan area is within the Middle Truckee River watershed. Therefore, increase in sediment from construction of future Specific Plan development, increase in impervious surfaces in the Plan area, and urban pollutants in runoff from areas developed under the Specific Plan could contribute to water quality impacts and conflict with the Water Quality Control Plan for the Lahontan Region – North and South Basins (or Basin Plan). The EIR found that implementation of Mitigation Measures 3.7-1 through 3.7-4 would reduce the impact to less than significant.

The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to associated with impacts to water quality would occur.

Mitigation Measures 3.7-1, 3.7-2 and 3.7-3 have been incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. As discussed above,

Mitigation Measure 3.7-4 is not applicable to the Project. The Project is required to comply with Mitigation Measures 3.7-1, 3.7-2 and 3.7-3 and no new or substantially greater impact would occur.

3.11 Land Use and Planning

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Would the project physically divide an established community?

The JRSP area is adjacent to the Truckee-Tahoe Airport, existing residences, the Ponderosa Golf Course, and is bisected by State Route 267 and Brockway Road. The JRSP EIR considered the potential of development in the Specific Plan area to physically divide an established community in Section 3.8, Land Use, Population and Housing. Impact 3.8-1 on page 3.8-12, concludes development of the JRSP would not physically divide an established community and the impact is less than significant.

The Project would develop a portion of the 16.3-acre commercial district in the southeast corner of the Specific Plan area which is currently undeveloped and does not include an established community. No changes in the Project or Project circumstances (or substantial new information) have occurred. Therefore, no new impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The JRSP was designed to implement the 2025 General Plan policies for Planned Community-3 and to guide future development of the 67-acre Plan Area. The JRSP provides opportunities for economic diversification, regional business clustering and open space protection. The Specific Plan includes policy language and development standards—both of which are intended to implement the General Plan policies and supplant certain Development Code development standards. Accordingly, each phase of development within the Plan Area is required to be consistent with the overarching policies and standards of the Specific Plan. The EIR confirms that the Specific Plan is consistent with the applicable plans and policies adopted by the Town to guide development of this area and to reduce environmental impacts of new development (Impact 3.8-2, p. 3.8-13). The Project is consistent with the goals and policies of the Specific Plan and therefore would not conflict with the 2025 General Plan policies adopted for the purpose of avoiding or mitigating environmental effects.

The proposed Project is located within the influence area of the Truckee-Tahoe Airport and is subject to the land use regulations of the ALUCP. The Project is located in Compatibility Zone D (TTALUC 2016). High density housing (above 5 units per acre), local serving retail (not to exceed FAR of 0.59) are allowed in Zone D. Zone D also allows child day care if it limited to 14 or fewer children (see ALUP Policy 5.2.3(a)(1)). Projects in Zone D are required to dedicate an overflight easement to the Truckee-Tahoe Airport.

The size and location of development in the proposed Project is consistent with that considered in the EIR. The circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. Therefore, no new or substantially greater impacts would occur.

3.12 Mineral Resources

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a,b) ***Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

The JRSP EIR does not identify any known mineral resources within the plan area, as noted in Section 3.4, Geology and Soils. The 1990 Mineral land Classification Map for Eastern Nevada County (California Department of conservation, Division of Mines and Geology) classifies Truckee and the surrounding area as MRZ-4. MRZ-4 is an area of no known mineral occurrences where geological information does not rule out either the presence or absence of significant mineral resources. There is no more recent information available, and the circumstances of the Project have not changed. Therefore, there would be no new impact.

3.13 Noise

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The JRSP EIR concludes that construction could result in a temporary increase of ambient noise levels resulting in a potentially impact (Impact 3.9-2). Implementation of Mitigation Measures 3.9-1 and 3.9-2 would reduce the impact to less than significant. Mitigation Measure 3.9-1 requires construction activities comply with the Town's requirements pertaining to hours of operation, using intake and exhaust mufflers and designating a "disturbance coordinator" to address any noise complaints. Mitigation Measure 3.9-2 limits the hours of construction. These mitigation measures would be included as conditions of approval for the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measures 3.9-1 and 3.9-2 and no new or substantially greater impact would occur. The location of construction activities and types of construction equipment proposed by the Project are consistent with the EIR.

The JRSP EIR found that traffic-related increases in noise levels would be 2 dBA or less and therefore less than significant (Impact 3.9-1). Cumulative increases in ambient noise levels were also found to be less than cumulatively considerable (Impact 3.9-6). Traffic generated by the Project would be less than the currently approved regional commercial development (LSC 2020). The reduction in traffic would reduce traffic-related noise, which was already determined to be less than significant.

The JRSP EIR concludes that the Specific Plan would not expose sensitive receptors (e.g., residences) within the Specific Plan area to noise levels in excess of the Town's standards. Based on the existing and future

noise level contours estimated in the EIR (Impact 3.9-6, Table 3.9-11. p.3.9-21), noise levels on the Project site would range between about 60 to 65 dBA CNEL. These noise levels are consistent with the Town's 65 dBA CNEL exterior noise standard for mixed-use developments and 70 dBA CNEL exterior noise standard for commercial developments. Therefore, no new or substantially greater impact would occur.

The JRSP EIR specifically addresses operational noise from commercial and retail land uses. The EIR concludes that on-site retail and commercial noise, particularly truck traffic and loading dock activities within the CR zoning district could exceed the Town's Development Code standards for proposed residential development in the Specific Plan area (Impact 3.9-4). Implementation of Mitigation Measure 3.9-3 (DEIR, p. 3.9-19) which specifies location of loading docks and circulation routes for delivery trucks would reduce this impact to less than significant. The proposed Project would construct first-floor commercial uses within two buildings. The largest commercial building area would be 4,890 sf. Therefore, large loading docks and frequent truck trips of the type described under Impact 3.9-4 would not occur in the proposed Phase 3 development, as compared to Phase 1 and 2 which more closely reflects regional commercial development. Additionally, the General Plan allows a higher level of ambient noise (5 dBA) for mixed-use residential, as proposed in the Project, compared to separate single or multi-family residential.

The combination of smaller scale commercial development, higher noise levels allowed for mixed-use, and, if necessary, implementation of Mitigation Measure 3.9-3 would ensure that impact 3.9-4 would not be substantially greater due to changes in the Project. This mitigation measure has been included as conditions of approval for the Project. No changes in the environmental or regulatory setting have occurred.

The Project is required to comply with Mitigation Measures 3.9-1 through 3.9-3, which would result in a less-than-significant impact for both temporary and permanent changes in ambient noise. No new or substantially greater noise impact would occur.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The JRSP EIR considers the potential vibration impacts of construction under Impact 3.9-3 on page 3.9-16. The analysis notes construction could result in temporary vibration level and may be noticeable within 50 feet. However, due to the distance to the closest sensitive receptors the EIR concludes this potential impact would be less than significant.

The location of construction activities and types of construction equipment proposed by the Project are consistent with the EIR. No changes in the circumstances of the Project (or new information) has occurred. No new or substantially greater impact would occur.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Refer to Topic 3.9 (e) above for a discussion of airport noise impacts. No new or substantially greater impact would occur with regard to Phase 3.

3.14 Population and Housing

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The JRSP EIR addresses changes in land use, population and housing in Section 3.8. The JRSP provides for a total of 97 workforce housing units (41 in the Multi-Family Residential Zone and 56 additional units distributed throughout the Specific Plan area). The Project is proposing 109 residential units, including 18 affordable units. It is assumed that in addition to the 109 residential units proposed under the Project, 80 units may still be developed on the Multi-Family site. Phase 2 of Soaring Ranch includes 69 residential units, including 8 affordable units. Phase 2 has been approved but has not been constructed.

The JRSP includes a requirement to construct workforce housing consistent with Chapter 18.216 of the Town's Development Code. The EIR restates this housing requirement in Mitigation Measure 3.8-1, which requires construction of a "proportionate share of workforce housing" by the time 50% of the plan area is developed (EIR p. 3.8-17). With the inclusion of the workforce housing, the EIR found the potential to induce substantial growth in the area to be less than significant (Impact 3.8-4).

As described above, the Project would construct 109 additional housing units, including 18 affordable units. Based on the average household size assumed in the EIR of 2.52 housing would be provided for approximately 275 new residents. The increase in residents would not increase population growth in the Town beyond what is assumed in the 2025 General Plan and would help provide housing for a range of income brackets.

The Project includes 7,834 sf of commercial space. Total approved commercial development in Soaring Ranch would be 96,129 sf, including 56,772 sf in Phase 1, and 31,532 sf in Phase 2. This total is less than the development potential analyzed for Soaring Ranch in JRSP (see Project Description). Therefore, the Project would not result in an increased need for workforce housing in the JRSP. .

No changes in the circumstances of the Project have occurred. Thus, no new or substantially greater impact would occur.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The EIR discloses that there are no existing residences within the JRSP area, and no individuals would be displaced, or existing housing removed (Impact 3.8-5). No changes in the Project circumstances have occurred. No new impact would occur.

3.15 Public Services

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The JRSP EIR concludes that due to the increase in new residents there would be an increase in demand for fire protection services. The Truckee Fire Protection District (TFPD) reviewed the JRSP and notes that the Specific Plan needs to require fire hydrants and ensure adequate fire flow is available; require fire sprinklers in non-residential structures over 3,600 sf; and all roads and driveways be designed to accommodate fire vehicles and equipment and all flammable vegetation needs to not be located within 30-feet of a building, among other requirements. The EIR determined this would be a potentially significant impact (Impact 3.10-1). Implementation of Mitigation Measures 3.10-1, 3.10-2, and 3.10-3 which address the concerns raised by the TFPD would reduce this impact to less than significant.

The Project would construct 109 additional housing units, including 18 affordable units. Based on the average household size assumed in the EIR of 2.52 housing would be provided for approximately 275 new

residents. Less than 10,000 sf of commercial would be developed. However, the Project would contribute more residences than originally considered in the EIR. However, the circumstances of the Project have not substantially changed; the existing conditions at the Project site are the same as those described in the EIR. No new impacts to associated with impacts to fire protection would occur.

Mitigation Measures 3.10-1, 3.10-2 and 3.10-3 have been incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measures 3.10-1, 3.10-2 and 3.10-3 and no new or substantially greater impact would occur.

Police protection?

The JRSP EIR concludes that the increase in demand for police services would be less than significant (Impact 3.10-2) even with an increase in residents and commercial uses. The applicant is required to pay fees for public services and buildout of the JRSP was determined would not create the need for new or altered police facilities (EIR p. 3.10-18).

No changes in the circumstances of the Project have occurred. The Project applicant is required to pay Town fees to help fund police services. Thus, no new or substantially greater impact would occur.

Schools?

The JRSP EIR finds that development of the Specific Plan – in particular the construction of new residential units – would result in increased demand for school services (Impact 3.10-3). However, the applicant is required to pay school impact fees, as provided in Section 9599 of the California Government Code. Payment of school mitigation fees represents full mitigation for the impact of new development on schools.

No changes in the circumstances of the Project have occurred. The Project applicant would be required to pay school impact fees. Thus, no new or substantially greater impact would occur.

Parks?

The JRSP EIR concludes future Specific Plan development could have a significant effect on park facilities, including parks, open space, and the bicycle and trail network (Impact 3.10-4). The Specific Plan would generate a need for 1.23 acres of parks facilities based on the Town's parks ratio of 5 acres per 1,000 people. The Specific Plan proposes over 10-acres in open space which would exceed the Town's open space requirements. Payment of park impact fees and implementation of Mitigation Measure 3.10-4, related to construction of bicycle paths and trail connections, would ensure the Specific Plan would meet the General Plan policy that requires connections to offsite bicycle and trails facilities reducing the impact to less than significant.

The Project proposes a connection to the adjacent, off-site pedestrian and bicycle trail consistent with the General Plan. In addition, the Project would pay any required park impact fees and would comply with Mitigation Measure 3.10-4, which requires payment (or construction) for off-site bicycle paths.

No changes in the circumstances of the Project have occurred. The Project applicant would be required to pay park impact fees and would comply with Mitigation Measure 3.10-4. Thus, no new or substantially greater impact would occur.

Mitigation Measure 3.10-4 has been incorporated as a condition of approval into the Project. No changes in the environmental or regulatory setting have occurred. The Project is required to comply with Mitigation Measure 3.10-4 and no new or substantially greater impact would occur.

Other public facilities?

The JRSP provides snow storage areas and would also enter into a Maintenance Agreement with the Town for snow removal and snow storage. Therefore, the Specific Plan would have a less-than-significant effect on the need for snow storage and removal areas (Impact 3.10-5).

The Project identifies snow storage areas on the site plan and would also be included within the Maintenance Agreement with the Town for snow removal and off-site storage. No changes in the circumstances of the Project have occurred. Thus, no new or substantially greater impact would occur.

3.16 Recreation

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a,b) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

The JRSP EIR addresses potential impacts to recreation in Section 3.10, Public Services and Recreation. The JRSP includes both on-site and off-site recreational facilities. The Specific Plan complies with the Town's required facility impact fees and with the construction of off-site trail facilities required by Mitigation Measure 3.10-4 which requires funding be provided for the Class I and II bike trails (Impact 3.10-4, p. 3.10-20).

Mitigation Measure 3.10-4 would be incorporated as a condition of approval into the Project. No changes in the in the environmental or regulatory setting has occurred nor have there been any changes in the

circumstances of the Project (or new information). Therefore, no new or substantially greater impacts would occur.

3.17 Transportation

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The JRSP EIR considered the potential of Specific Plan development to conflict with policies, plans and programs with transit, bicycle, and pedestrian facilities under Impacts 3.11-5 and 3.11-6 starting on page 3.11-66. The EIR concluded that the potential impacts would be less than significant with regard to transit (Impact 3.11-5) and bicycle/pedestrian facilities (Impact 3.11-6). The Project includes sidewalks throughout the site along with a connection to the pedestrian/bicycle trail that runs adjacent to the southern boundary of the Project site.

The EIR considered conflicts with policies regarding roadway operations. These policies rely upon level of service (LOS) to measure vehicle delay. Per Section 15064.3(a) of the CEQA Guidelines, delay is no longer considered a significant impact. Therefore, changes to delay as analyzed in the EIR, resulting from the proposed Phase 3 Project are not further considered. The JRSP has been conditioned to construct or contribute to roadway improvements identified in the EIR, and these requirements are not changed.

There are no changes in the Project, or the Project circumstances, or new information, that would result in new, or more substantial impacts than those considered in the EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As of July 1, 2020, CEQA Guidelines section 15064.3(b) states that the recommended metric for the evaluation of transportation impacts will be vehicle miles travelled (VMT). However, per CEQA Guidelines section 15007(c): "If a document meets the content requirements in effect when the document is sent out

for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, the Specific Plan Draft EIR, circulated in 2013, complied with the CEQA Guidelines in effect at that time, and was properly certified in March 2015. As discussed in Section 1.3 of this Supplemental Checklist, under PRC section 21167.2, once an EIR is certified by the lead agency and the statute of limitations to challenge the EIR has run, the EIR is conclusively presumed valid for all future discretionary actions taken by the lead agency and responsible agencies relating to the project unless the provisions of PRC section 21166 apply. PRC section 21166, in turn, provides that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs: (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project would not introduce incompatible uses or increase hazards due to a design feature. No changes in the environmental or regulatory setting has occurred nor have there been any changes in the circumstances of the Project (or new information). Therefore, no new or substantially greater impacts would occur.

d) Would the project result in inadequate emergency access?

The JRSP would not result in significant road closures, traffic detours, or congestion that could hinder emergency vehicle access or evacuation during an emergency, as addressed under Impact 3.6-6 on page 3.6-19 of the EIR. Therefore, the JRSP would result in a less-than-significant impact related to an adopted emergency response plan or emergency evacuation plan.

The Project is located to the east of Phase 1 and the south of Phase 2. Within the larger CR district access is provided to Soaring Way and Brockway Road/Joerger Drive. Another access to the adjacent Hampton Inn and Suites is proposed as part of the Project. The Project would not contribute to inadequate emergency access. Generally, circumstances of the Project have not changed; the existing conditions at the Project site are the same as those described in the EIR. No new or substantially greater impacts related to emergency access would occur.

3.18 Utilities and Service Systems

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) ***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

The JRSP EIR concludes that existing water, wastewater treatment, electric power, natural gas, and telecommunications infrastructure is sufficient to serve the needs of the Specific Plan (Impacts 3.13-1, 3.12-2, 3.12-3, 3.12-4, and 3.12-7). The construction of connections to existing infrastructure were part of the Specific Plan and the environmental impacts were analyzed as part of the EIR.

Additionally, the EIR concludes that development of the site could increase storm water volumes and rates that could result in downstream flooding and the exceedance of existing stormwater drainage capacity (Impact 3.7-4), as discussed above under item 3.10(c). This potentially significant impact is reduced to less than significant through implementation of Mitigation Measure 3.7-4. With implementation of Mitigation Measure 3.7-4, the Specific Plan would not require new or expanded stormwater drainage facilities beyond

the planned connections. It is anticipated Mitigation Measure 3.7-4 has already been implemented associated with buildout of other portions of the Specific Plan. Due to the size and location of the Project Mitigation Measure 3.7-4 would not be applicable to the Project.

The proposed Project is consistent with the type, intensity, and location of development considered in the JRSP EIR, and would require similar utility connections to those analyzed in the EIR. The Project includes new water and sewer line connections. No changes in circumstances have occurred and no new information is available that would result in new, or substantially greater impacts than those analyzed in the EIR. Therefore, no new or substantially greater impact would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The JRSP EIR concludes that the Tahoe District Public Utilities District (TDPUD) has sufficient water supplies to serve the Specific Plan and buildout of the 2025 Truckee General Plan (Impact 3.12-4). The EIR indicates that the 2011 Truckee Water System Urban Water Management Plan (UWMP) evaluated projected water usage through the 2030 planning horizon and found that there are sufficient supplies to accommodate future growth. The most recent version of the Truckee Water System Urban Water Management Plan was completed in 2016 and concludes that there are sufficient water supplies to accommodate future growth through the 2040 planning horizon (Truckee Donner Public Utility District 2016). Therefore, the conclusions of the EIR remain valid.

The proposed Project is consistent with the type, intensity, and location of development considered in the EIR. However, the Project proposes to increase the number of residential units and decrease the amount of commercial development. Compliance with current California building codes and the California Green Building Code Standards or CalGreen requirements ensures new development would be even more water efficient as compared to 7 years ago when the EIR was certified. No substantial changes in circumstances have occurred and no new information is available that would result in new, or substantially greater impacts than those analyzed in the EIR. Therefore, no new or substantially greater impacts would occur.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The Tahoe-Truckee Sanitation Agency operates that wastewater treatment facility that serves the Truckee Sanitary District where the Specific Plan area is located. The JRSP EIR concludes that the existing water reclamation plant capacity has sufficient capacity to serve the Specific Plan's projected demand.

The proposed Project is generally consistent with the type, intensity, and location of development considered in the EIR. No substantial changes in circumstances have occurred and no new information is available that would result in new, or substantially greater impacts than those analyzed in the EIR. Therefore, no new or substantially greater impact would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The JRSP area is served by the Tahoe-Truckee Sierra Disposal company and the Lockwood Regional Landfill. The JRSP EIR indicated that the Lockwood Regional Landfill has a 60-year capacity to accommodate buildout projections within the Tahoe-Truckee Sierra Disposal company's service area and concluded that sufficient capacity exists to serve buildout of the Specific Plan area (Impact 3.12-5).

The proposed Project is generally consistent with the type, intensity, and location of development considered in the EIR. No substantial changes in circumstances have occurred and no new information is available that would result in new, or substantially greater impacts than those analyzed in the EIR. Therefore, no new or substantially greater impact would occur.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The JRSP EIR noted that there are local strategies in place to encourage recycling and waste diversion, and thereby minimize the amount of solid waste generated by residents and businesses. In 2011, the Town achieved a disposal rate of 5.5 pounds per person, which is below the State's disposal target rate of 10.7 pounds per day (EIR p. 3.12-17). The EIR concludes the Specific Plan development would be subject to the same local strategies and programs that have enabled compliance with state regulations, and that this impact would be less than significant (Impact 3.12-6).

The proposed Project is consistent with the type, intensity, and location of development considered in the EIR and would be subject to current local strategies and programs that minimize solid waste generation. No changes in circumstances have occurred and no new information is available that would result in new, or substantially greater impacts than those analyzed in the EIR. Therefore, no new or substantially greater impacts would occur.

3.19 Wildfire

	Substantial Changes are Proposed in the Project	Substantial Changes Occur in Circumstances	New Information of Substantial Importance	No New or Substantial Increase in Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Wildfire impacts have also been added as a new topic in Appendix G when the CEQA Guidelines were last updated in December 2018. Recent case law clarified that the CEQA analysis is concerned with a project's impact on the environment, not the impact of the environment on a project. The wildfire analysis is focused on addressing whether a project exacerbates the risk of a natural disaster by bringing new development to vulnerable areas. The JRSP EIR does not specifically address the topic of wildfire because the EIR was completed prior to 2018. The 6.06-acre Project site is not located within a State Responsibility Area (SRA) but is adjacent to an SRA that covers the Truckee-Tahoe Airport and areas to the south. The Project site is located in a non-very high fire hazard severity zone, according to the most recent maps prepared by CAL FIRE (CAL FIRE 2022).

Therefore, the discussion below addresses the proposed Project.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

See discussion in Section 3.9 under item (f) and Section 3.17 under item (d).

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project site is flat and does not include any factors that could potentially exacerbate risks to future residences in the event of a wildfire, including health risks due to an increase in air pollutants due to a wildfire. The Project site is not located in a very high fire hazard severity zone and would be constructed in compliance with the Town's General Plan policies, development code, Specific Plan design guidelines, and the current CBC and CFC, which all include requirements for firesafe buildings and landscaping to minimize fuel and hopefully avoid the spread of embers if a fire were to threaten the area. The Project would not result in a new impact.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Project includes the installation of surface parking lots, sidewalks, and water, sewer, storm drain and electrical utilities to serve the development. None of these elements of the Project would exacerbate fire risk or result in short-term or long-term impacts that were not previously evaluated in the JRSP EIR. The Project would not result in a new impact.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project is part of a larger development that includes new commercial and residential uses, surface parking and associated landscaping. The Project is not located in an area that would potentially expose people or structures to risks associated with post-fire changes. As noted above, the Project site is flat, so concerns associated with landslides and downslope issues are not an issue. The Project would tie into the Town's storm drain infrastructure so it is anticipated any changes in drainage due to a fire would not result in downstream flooding. The Project would not result in a new impact.

3.20 Other Discussion

Urban Decay

The JRSP Final EIR addressed the issue of "urban decay." Section 15131(a) of the CEQA Guidelines states that "[e]conomic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes."

The Final EIR states the following (Final EIR, pp. 2.0-181 – 2.0-182):

> Accordingly, there are two pertinent questions to be asked with regard to the effects of the proposed project in terms of this economic impact and urban decay analysis: 1) would the proposed new retail, office and industrial uses result in sales and business losses that are sufficiently large

> at existing commercial, office, and industrial establishments to force some to close; and 2) would the affected closed business locations stay idle long enough to create physical changes that could be defined as urban decay? The answer to both questions in this case is "no."
>
> The possibility that the addition of 454,113 square feet of commercial, retail, manufacturing, light industrial, and business innovation uses at the PC-3 site would result in significant 'urban decay' effects at other commercial industrial, and business centers in the Town of Truckee appears to be remote. Consistent with the requirements of General Plan Action A6.1, the Town of Truckee retained Bay Area Economics (BAE) to analyze the potential economic impacts of the proposed PC-3 Specific Plan development on existing development and other planned development within the Town of Truckee. This report was published on August 6, 2010, and is available for review at the Planning Department at the Town of Truckee offices. The BAE report represents an independent economic analysis based on sound market research and thorough economic investigation. The PC-3 Economic Evaluation looked at taxable retail sales, Truckee retail nodes, an assessment of Downtown commercial uses, retail demand projections, pending commercial projects, remaining development capacity in master planned areas, a retail gap analysis, potential linkages with the Truckee Economic Development Strategy, and land use opportunities within PC-3. The proposed zoning districts, and the allowed uses within each district, were established by the Town and the project applicant in light of the findings presented in the PC-3 Economic Evaluation. There is no evidence that the proposed land uses within PC-3 would result in urban decay in other areas of Truckee.
>
> While there is the potential for new onsite commercial, office, and industrial uses to compete with existing similar uses in the Town of Truckee, there is no market-based evidence that the project would result in blight or urban decay within the Town of Truckee to an extent that would result in a physical impact to the environment, as described above.

The urban decay analysis in the Final EIR was prepared by BAE. BAE has considered the potential approval of the Soaring Ranch Project in a technical memorandum dated January 16, 2008. BAE notes the following:

> Overall market conditions in Truckee are strong, with a stable year-round population and increases in the number of part-time residents and visitors. Truckee itself is becoming more of a tourism destination, rather than simply a gateway to the Lake Tahoe resort areas, capturing substantial increases in retail sales activity in recent years. Retail and office vacancies are very low. As a result, owners of retail properties are financially and economically motivated to maintain vacant commercial spaces in good condition, in the expectation that they can be re-tenanted in a reasonably short period of time. Should an existing grocer close for some reason, there will likely be demand from other users to fill the available space, although it may be a non-grocery use and it may be necessary to subdivide a larger space into smaller spaces. Furthermore, the zoning for the existing supermarket-anchored centers allows flexibility for owners to work with a range of retail and non-retail uses to fill or redevelop available space.

These findings are consistent with findings in the Town of Truckee's Final EIR for the JRSP (PC-3), dated January 2015, page 2.0-181, which states:

> [T]here are two pertinent questions to be asked with regard to the effects of the proposed project in terms of this economic impact and urban decay analysis: 1) would the proposed new retail, office

> and industrial uses result in sales and business losses that are sufficiently large at existing commercial, office, and industrial establishments to force some to close; and 2) would the affected closed business locations stay idle long enough to create physical changes that could be defined as urban decay? The answer to both questions in this case is "no."
>
> Based on BAE's more recent review of information and data concerning current commercial real estate market conditions, review of retail reuse projects in other communities, and information and interviews with knowledgeable local real estate brokers, as described in this memo, it is our professional opinion that approval of the proposed Raley's grocery store, along with the recent approval of the Nugget Markets store and the potential approval of the proposed Grocery Outlet store would not create conditions such that lack of sufficient tenants in other commercial properties in Truckee would lead to urban decay and adverse environmental impacts

BAE also addressed the issue of the recently approved Nugget supermarket, as part of the Railyards Master Plan, and the Railyard Master Plan adopted in November 2016, and the potential approval of a 17,000 square foot Grocery Outlet store, and the effect of these stores on the urban decay analysis for Soaring Ranch. BAE's findings are presented in a letter dated February 22, 2018. The BAE analysis, citing market conditions, the market area of the relevant stores, and the overall strength of the real estate market and the ability to re-tenant. The letter concludes:

> In summary, increased competition from the proposed Raley's store would not necessarily lead to closure of one or more existing or planned grocery stores in Truckee; however, even if one of these grocery stores closed, for any reason, we believe the most likely outcome is that the affected property owner would secure a replacement tenant or tenants, or they would pursue redevelopment of the site rather than let the site deteriorate to the point of creating adverse physical and environmental impacts within the Town of Truckee.

In conclusion, there is nothing about the Project, the circumstances of the Project, or new information that would indicate the Project could result in a new or substantially greater urban decay impact than was already considered in the Final EIR. Since this analysis was prepared, Phase 1 of Soaring Ranch, which includes the above mentioned Raley's supermarket, has been constructed, with no apparent adverse effects on the local economy. Phase 2 was approved, with substantially less commercial space than planned in the JRSP. Therefore, the potential for urban decay has, if anything, been further reduced since the JRSP Final EIR was certified. The addition of high-density residences to the Project site in Phase 3 would increase the customer base of existing and planned local businesses, which reduces the potential for urban decay to occur. Therefore, no new or substantially greater impact would occur.

4 References and Preparers

4.1 References Cited

14 CCR 15000–15387 and Appendices A through L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

CAL FIRE. Fire Hazard Severity Zone Map Viewer. https://egis.fire.ca.gov/FHSZ/ Accessed June 20, 2022.

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

LSC Transportation Consultants, Inc. (LSC). Soaring Ranch Phase 3 Development—Intersection Evaluation. June 10, 2022.

Town of Truckee. *2025 General Plan*. Adopted November 16, 2006.

Town of Truckee. *Joerger Ranch Specific Plan*. 2014.

Town of Truckee. *Joerger Ranch Specific Plan (PC-3) Final Environmental Impact Report*. SCH# 2012052073. January 2015.

Truckee Tahoe Airport Land Use Commission (TTALUC). *Truckee Tahoe Airport Land Use Compatibility Plan.* Adopted October 27, 2016.

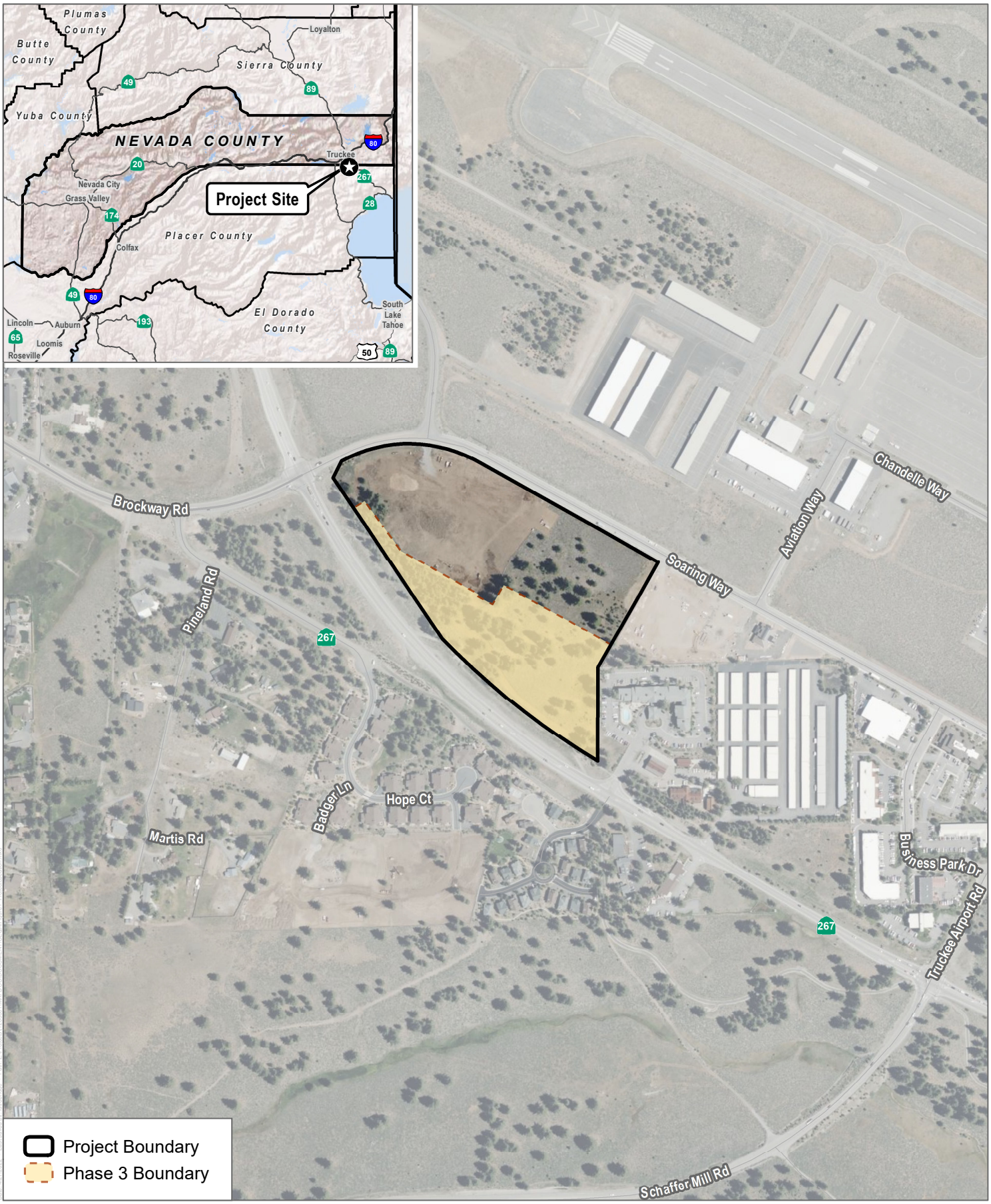
4.2 List of Preparers

Dudek

Brian Grattidge, Project Manager

Christine Kronenberg, Environmental Specialist

Ian McIntire, Air Quality



SOURCE: Bing Maps 2021, OpenStreetMap

DUDEK

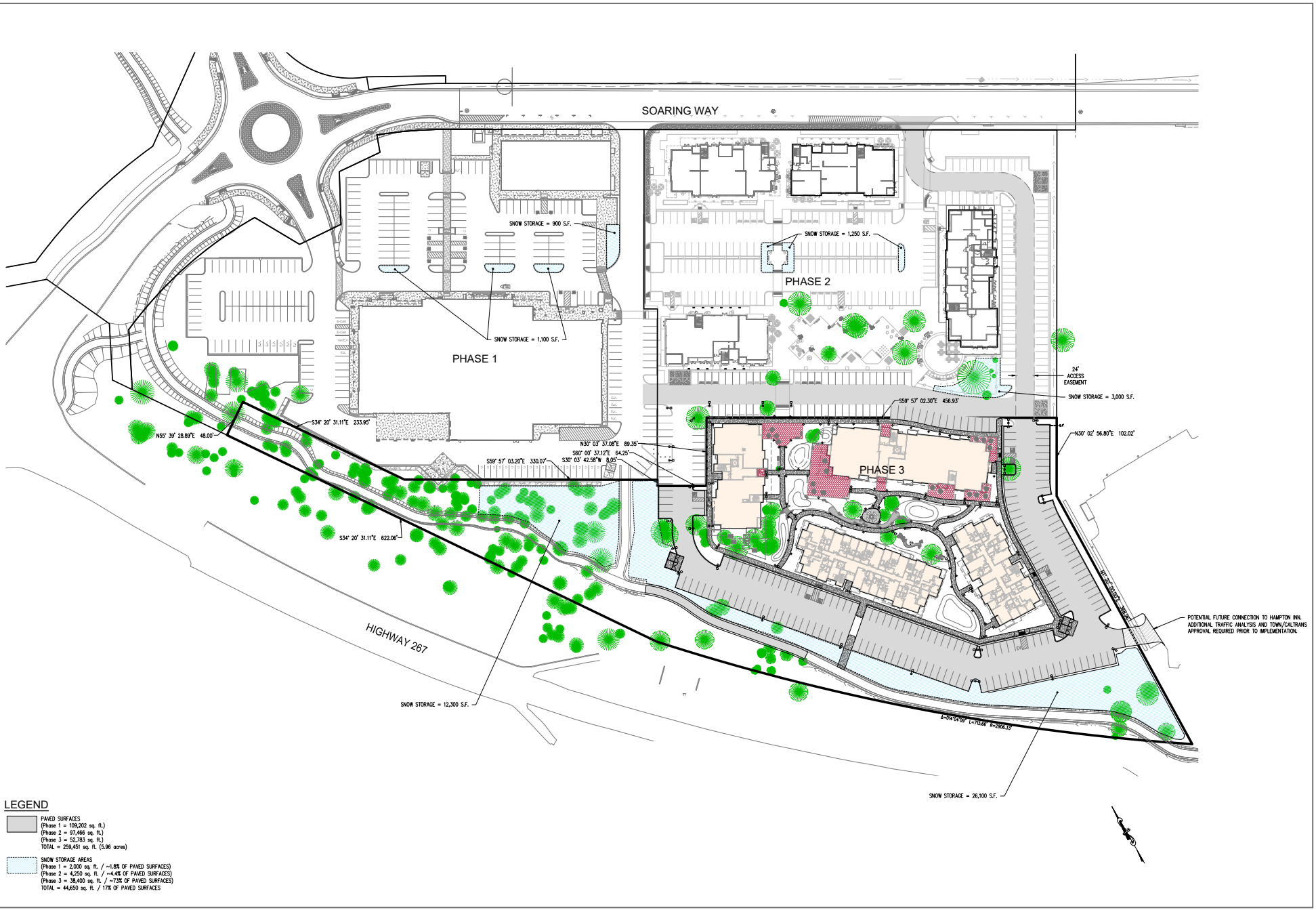
0 250 500 Feet

FIGURE 1

Project Location

Soaring Ranch Phase 3 Project

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SOURCE: Millennium Planning and Engineering 2022

DUDEK

FIGURE 2

Overall Site Plan

Soaring Ranch Phase 3 Project

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SOURCE: Millennium Planning and Engineering 2022

DUDEK

FIGURE 3

Phase 3 Site Plan

Soaring Ranch Phase 3 Project

Path: Z:\Projects\128381\MAPDOCDOCUMENTICEQA

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Laura Dabe

Subject: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

From: Mike Woodman <mwoodman@nccn.net>
Sent: Wednesday, July 27, 2022 4:25 PM
To: Laura Dabe <LDabe@townoftruckee.com>
Subject: RE: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

Hi Laura

The proposed project (Soaring Ranch, Phase 3) is located at 10001 Soaring Way (APN 019-620-060-000). The project proposes a mixed-use commercial and multi-family housing project featuring four buildings with a total of 7,834 sq ft of commercial floor area, 109 multi-family residential units, and 91 surface parking spaces, and a daycare facility.

The project limits are located within Compatibility Zone D (Primary Traffic Pattern Zone) of the Truckee Tahoe Airport Land Use Compatibility Plan. After reviewing the proposed project and location, we have determined an *Overflight easement is required for this zone*. In general, the overall proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in Compatibility Zone D of the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP); however Day Care Facilities for greater than 14 children are discouraged in Zone D. If the Day Care facility was limited to no more than 14 children it would be considered compatible. If the day care facility is proposed to serve more than 14 children additional considerations would need to be taken into account to reduce the exposure to risk. One consideration might be if the day care is serving only the residents to the multi-family residential units versus open to the general public. If the project applicant is considering a Day Care Facility of greater than 14 children, please let me know.

Thank you,

Mike Woodman, Executive Director
Nevada County Transportation Commission
916-716-2559

From: Laura Dabe
Sent: Tuesday, July 12, 2022 3:45 PM
To: 'mwoodman@nccn.net' <mwoodman@nccn.net>
Subject: FW: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

From: Laura Dabe
Sent: Tuesday, November 2, 2021 4:05 PM
To: Laura Dabe <ldabe@townoftruckee.com>
Subject: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

Good afternoon,

Attached is a project routing for the Soaring Ranch Phase 3 project (Town of Truckee Application #2021-00000097), which proposes a mixed-use development with 7,834 sq. ft of commercial floor area and 109 multifamily residential units at 10001 Soaring Way in Truckee (APN 019-620-060-000). The 6.06-acre site is located within the CR (Regional Commercial) zone of the Joerger Ranch Specific Plan Area, southeast of the Highway 267/Soaring Way/Brockway Road intersection.

The application files are available by Dropbox using the following link:
https://www.dropbox.com/sh/33xupdyceaic8mf/AACfp4d4WaJ2erCml5_ykPFWa?dl=0

If you would like to submit comments on this application, please email those to me by **Wednesday, November 17, 2021**.

Please feel free to let me know if you have any questions or would like additional information about this project.

Thank you,

Laura Dabe, AICP
Associate Planner
Town of Truckee
10183 Truckee Airport Road
Truckee, CA 96161
(530) 582-2937
LDabe@townoftruckee.com

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
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www.dot.ca.gov/dist3

December 14, 2021

GTS# 03-NEV-2019-00209
03-NEV-267-1.629
SCH # N/A

Laura Dabe
Town of Truckee
10183 Truckee Airport Road
Truckee, CA 96161

Soaring Ranch Phase 3

Dear Ms. Dabe:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

Applicant is requesting approval of land use entitlements for the Soaring Ranch Phase 3 project, which proposes a mixed-use commercial and multifamily housing project at 10001 Soaring Way (APN 019-620-060-000). The 6.06-acre site is located within the CR (Regional Commercial) zone of the Joerger Ranch Specific Plan Area, southeast of the Highway 267/Soaring Way/Brockway Road intersection. Traffic (Encroachment Permits, Highway Operations and Safety), Forecasting and Modeling and Hydraulics have reviewed the provided documents. Please see our comments below.

Traffic (Encroachment Permits)
Any project along or within the State's ROW requires an encroachment permit that is issued by Caltrans. The applicant must provide necessary documents including but not limited to environmental, cultural resources, traffic operations and hydraulics and mitigate effects on the State's highway right of way. Facilities proposed within the State R/W necessitate a Maintenance Agreement with the local entity.

A pre-application is required. Please send request to Encpermit@dot.ca.gov for a Pre-application meeting.

Highway Operations & Forecasting and Modeling
A traffic Impact Analysis is needed to determine any impacts to the State Facilities.

In the Dropbox files, proposed plans show there will be a new access to Hamptons Inns. With the new proposed access there may be impacts to the intersection at State Route (SR) 267 and Autumn Way. This intersection should be part of the Traffic Impact Analysis as well. Please see below requirements for the Traffic impact Analysis.

- Include and analyze both impacts from Phase 2 and Phase 3.
- Include combined trip generation for Phase 2 and Phase 3.
- Include SR 267 and Auburn Way as stated above.
- Include demand for a roundabout and/or improvements at SR 267/Brockway/Soaring Way
- Include demand for a roundabout or traffic signal at SR 267/Autumn Way.
- Include demand for a roundabout and/or improvements at SR 267/Truckee Airport Road/Schaffer Mill Road.
- Include demand for two through lanes per direction at SR 267/Brockway/Soaring Way, both for the interim and for roundabout.
- An Intersection Control Evaluation (ICE) should be conducted for the intersections on SR 267 and is recommended at the local roads.
- Include demand for Park and Ride Facilities and coordinate with the local agency to determine if Park and Ride Facilities are needed:
    - Location at SR 267/Brockway/Soaring Way is logical area for travel to/from SR 267 south.
    - Location at the interchange is a logical area for freeway travel.
- Please provide information on when Phase 2 & 3 is planned to be constructed and completed.

Hydraulics
The proposed project should have little to no adverse Hydrology/Hydraulic effects on the State Highway System (SHS). In addition, please see the following remarks/standard language for informational purposes per Caltrans Standard Plans, Specifications, and Specials:

No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities because of the project.

Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e., detention/retention ponds or

basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems.

The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

Any work performed within the State's highway R/W must meet all Caltrans design and construction standards and will require a Caltrans' Encroachment Permit.

If you have any questions regarding these comments or require additional information, please contact Fallon Cox, Intergovernmental Review Coordinator for Nevada County, by phone (530) 812-5964 or via email to Fallon.Cox@dot.ca.gov.

Sincerely,

Kevin Yount

KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—East

Date: November 18, 2021

To: Laura Dabe, Associate Planner

From: Melanie Conti, Administrative Analyst I

Subject: Soaring Ranch Phase 3

According to Municipal Code 6.01.060, multi-family properties are required to subscribe to trash, recycling, and cardboard service. Commercial properties are required to subscribe to trash and recycling collection service, plus cardboard and food waste if the business generates large volumes of each material, such commercial retail or commercial restaurant, respectively. Enclosures should provide space for each required collection container. Trash dumpsters and cardboard dumpsters each require an enclosure 10’ wide x 9’ deep, and recycling and food waste carts each require 2.6 sq ft of storage space. 30 96-gallon recycling carts are recommended for the 109-unit complex. An additional six 96-gallon recycling carts is recommended for the 7,800 sf commercial space.

Trash and recycling material storage must be adjacent to one another. Storage areas shall be accessible to residents and employees and must be located within 250 feet of an access doorway to the commercial and residential units the enclosure is intended to serve. An additional trash enclosure may be required to meet this distance requirement and allow for enough capacity for material storage containers.

Dumpsters are serviced from the enclosure, and recycling carts must be wheeled outside for weekly collection service. The waste hauler, Tahoe Truckee Sierra Disposal, requires 80 ft of straight-line access to service dumpster. Please show where each of these containers will be stored within the trash enclosures and distance for hauler truck access.

Please consult the Town's Trash Enclosure Design Guide for additional specifications.

For any questions, contact Solid Waste & recycling Staff, Melanie Conti at mconti@townoftruckee.com or (530) 582-2496.

TRUCKEE DONNER Public Utility District

Interim General Manager
Brian C. Wright

Executive Leadership Team
Joe Horvath, Electric Utility Director/ AGM
Shanna Kuhlemier, District Clerk
Steven Poncelet, PIO & Strategic Affairs Director
Michael Salmon, Chief Financial Officer

Board of Directors
Joseph Aguera
Jeff Bender
Christa Finn
Tony Laliotis
Kim Harris

November 21, 2021

Laura Dabe, AICP
Assistant Planner
Town of Truckee
10183 Truckee Airport Road
Truckee, California 96161

Subject: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

Dear Ms. Dabe:

Truckee Donner Public Utility District (District) has reviewed the Project Routing Request for the subject project. The District's response is as follows:

> Unfortunately at this time the Districts response is that we are unable to provide service to this project until the project known as "Soaring Ranch Off-Site Infrastructure Improvements" is complete. As such, we cannot express anything other than our rejection of any proposed improvements and/or development at this time.

If you have any questions, or require further information, please contact me at 530-582-3913 or reginacooley@tdpud.org.

Sincerely,

Regina Cooley
Contract Administrator

From:	Trinity Proctor
To:	Laura Dabe
Cc:	Jo Paden
Subject:	FW: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)
Date:	Thursday, November 4, 2021 11:03:59 AM
Attachments:	Project Routing 11-2-21.pdf

Good morning Laura,

If you could please include the following comments for EH in your project?
Thanks so much!

Best regards,

Trinity Proctor,

Sr. CDA Technician
County of Nevada
Environmental Health
Office (530) 582-2460

County of Nevada Environmental Health Preliminary Comments:

PROJECT DESCSCRIPTION
Approval of land use entitlements for the Soaring Ranch Phase 3 project, which proposes a mixed-use commercial and multifamily housing project at 10001 Soaring Way (APN 019-620-060-000). The Phase 3 project is located adjacent to the Soaring Ranch Phase 1 retail project (anchored by the Raley's grocery store) and the Soaring Ranch Phase 2 project (a mixed-use commercial and residential project along Soaring Way approved by the Planning Commission in February 2021). The Phase 3 project proposes a mixed-use development featuring four buildings with a total of 7,834 sq. ft of commercial floor area, 109 multifamily residential units, and 91 surface parking spaces.

CONDITIONS OF APPROVAL

Prior to building permit issuance:

Prior to building permit issuance of any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any hazardous waste generators, the applicant shall submit plans and permit applications to the Nevada County Department of Environmental Health. Submitted plans shall be in accordance with the California Retail Food Facility Law, California Health and Safety Code Chapters 6.5 through 6.95 and the related State and County regulations as applicable. Applicants that qualify for these types of permits are strongly advised to contact Environmental Health early in the project design.

Prior to occupancy:
Any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any

hazardous waste generators, shall secure an annual certificate of operation (Health Permit) as applicable.

From: Laura Dabe <LDabe@townoftruckee.com>
Sent: Tuesday, November 2, 2021 4:05 PM
To: Laura Dabe <LDabe@townoftruckee.com>
Subject: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Attached is a project routing for the Soaring Ranch Phase 3 project (Town of Truckee Application #2021-00000097), which proposes a mixed-use development with 7,834 sq. ft of commercial floor area and 109 multifamily residential units at 10001 Soaring Way in Truckee (APN 019-620-060-000). The 6.06-acre site is located within the CR (Regional Commercial) zone of the Joerger Ranch Specific Plan Area, southeast of the Highway 267/Soaring Way/Brockway Road intersection.

The application files are available by Dropbox using the following link:
https://www.dropbox.com/sh/33xupdyceaic8mf/AACfp4d4WaJ2erCml5_ykPFWa?dl=0

If you would like to submit comments on this application, please email those to me by **Wednesday, November 17, 2021**.

Please feel free to let me know if you have any questions or would like additional information about this project.

Thank you,

Laura Dabe, AICP
Associate Planner
Town of Truckee
10183 Truckee Airport Road
Truckee, CA 96161
(530) 582-2937
LDabe@townoftruckee.com

BOARD OF DIRECTORS
Dennis E. Anderson
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TRUCKEE SANITARY DISTRICT
A PUBLIC AGENCY

12304 Joerger Dr. • Truckee, California 96161-3312
Telephone (530) 587-3804 • Fax (530) 587-1340

BLAKE R. TRESAN, P.E.
General Manager
Chief Engineer

November 9, 2021

Town of Truckee Planning Division
Laura Dabe, Associate Planner
10183 Truckee Airport Road
Truckee, CA 96161

RE: Soaring ranch Phase 3
APN: 019-620-060

The Truckee Sanitary District (District) has reviewed the above-mentioned project routing and has the following comment:

- Soaring Ranch Phase 2 and Phase 3 have an existing 6" SDR 35 sewer lateral as a connection point. The owner shall verify, and submit to the District, that the sewer flows from both the Phase 2 and Phase 3 projects are within the design constraints of the existing 6" SDR 35 sewer lateral. If capacity is exceeded, an additional connection to the District's sewer main will need to be installed at the owner's expense.

Sincerely,

Raymond Brown, P.E.
District Engineer/Assistant General Manager

From: Kevin McKechnie
To: Laura Dabe
Subject: RE: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)
Date: Wednesday, November 3, 2021 4:52:55 PM
Attachments: TFPD COA Soaring Ranch Phase 3 11-2-21.pdf

Hi Laura,

We reviewed the plans and it appears that they do not meet the fire code for fire apparatus access. Please have the developer review appendix D of the 2019 California Fire Code and develop a fire apparatus access diagram for our review.

Have a great day,

Kevin McKechnie
Division Chief/Fire Marshal
Truckee Fire Protection District
(530) 582-7855

From: Laura Dabe <LDabe@townoftruckee.com>
Sent: Tuesday, November 2, 2021 4:05 PM
To: Laura Dabe <LDabe@townoftruckee.com>
Subject: Project Routing: Soaring Phase 3 (Town of Truckee Application #2021-00000097)

Good afternoon,

Attached is a project routing for the Soaring Ranch Phase 3 project (Town of Truckee Application #2021-00000097), which proposes a mixed-use development with 7,834 sq. ft of commercial floor area and 109 multifamily residential units at 10001 Soaring Way in Truckee (APN 019-620-060-000). The 6.06-acre site is located within the CR (Regional Commercial) zone of the Joerger Ranch Specific Plan Area, southeast of the Highway 267/Soaring Way/Brockway Road intersection.

The application files are available by Dropbox using the following link:
https://www.dropbox.com/sh/33xupdyceaic8mf/AACfp4d4WaJ2erCml5_ykPFWa?dl=0

If you would like to submit comments on this application, please email those to me by **Wednesday, November 17, 2021**.

Please feel free to let me know if you have any questions or would like additional information about this project.

Thank you,

Laura Dabe, AICP

Truckee Fire Protection District

Proudly providing service to portions of both Nevada and Placer Counties and the Town of Truckee

Board of Directors
Gary R. Botto
Victor R. Hernandez
Gerald W. Herrick
Erin E. Prado
Paul D. Wilford

Fire Chief
William G. Seline

Division Chief
Matthew J. Parkhurst

Fire Marshal
Kevin A. McKechnie

November 3, 2021

Laura Dabe, AICP
Associate Planner
Town of Truckee
10183 Truckee Airport Rd
Truckee, CA 96161

Subject: Town of Truckee Application #2021-00000097: Soaring Ranch Phase 3

Dear Ms. Dabe,

The above referenced proposed project is located within the boundaries of the Truckee Fire Protection District (Fire District). The Fire District provides fire prevention, fire suppression, all risk rescue and emergency medical services within our district boundaries. New developments within our district boundaries are required to meet the following conditions:

1. The Fire District routinely adopts and amends the California Fire Code. New developments are required to comply with the locally adopted and amended fire code that is in effect at the time the project is permitted. Complete plans must be submitted to the Fire District for review and approval. The developer will be responsible for plan review fees for both in house plan reviews as well as third party plan reviews conducted to ensure compliance with the locally adopted fire code. The developer is required to comply with the Fire District's interpretation of the fire code as the authority having jurisdiction. Some typical interpretations include: providing Knox key box access for building control rooms and gates, providing markers and protection for fire hydrants, providing and maintaining pre-fire safety plans for Fire District use and limiting vertical combustible construction prior to completion of an emergency water supply. Locations of fire hydrants and fire department connections will need Fire District approval. This project will require aerial apparatus access in accordance with Appendix D of the California Fire Code.

2. The Fire District has adopted a capital facilities mitigation program that applies to new developments. The developer will be required to pay fire mitigation fees at the appropriate rate when the project is permitted.

3. The developer is required to comply with the Fire District's currently adopted defensible space ordinance throughout the life of the project.

The conditions attached to this project are based on ordinances that have been adopted by the Fire District. Copies of the ordinances can be found at our website www.truckeefire.org or will be provided upon request.

Please let me know if you have any questions.

Sincerely,

Kevin McKechnie
Division Chief/Fire Marshal
Truckee Fire Protection District

Attachment: Ordinance 05-2019

Before the Board of Directors of the

Truckee Fire Protection District of Nevada County

Ordinance 05-2019

An Ordinance of the Truckee Fire Protection District of Nevada County (hereafter at times "TFPD") adopting the 2019 edition of the *California Fire Code* , as amended, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises in the Truckee Fire Protection District of Nevada County, including that portion of the District in Placer County; providing for the issuance of permits and collection of fees therefore; repealing Ordinance 01-2016 and all other ordinances and parts of the ordinances in conflict therewith.

The Board of Directors of the Truckee Fire Protection District of Nevada County (TFPD) does ordain as follows:

Section 1. That a certain document, three copies of which are on file in the Office of the Clerk of the Truckee Fire Protection District of Nevada County, being marked and designed as the *California Fire Code,* 2019 edition, including all Appendix Chapters (see *California Fire Code* Section 101.2.1, 2019 edition) as published by the International Code Council, be and hereby is amended and adopted as the Fire Code of the Truckee Fire Protection District of Nevada County in the State of California, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devises, and from conditions hazardous to life or property in the occupancy of buildings and premises as herein provided; providing for the issuance of permits and collection and terms of said Fire Code on file in the office of the Truckee Fire Protection District of Nevada County and hereby referred to, adopted, and made a part hereof, as if fully set out in this Ordinance, with the additions, insertions, deletions and changes, if any, prescribed in this Ordinance.

Section 2. That the following sections, which need certain information provided in order to be completed, and hereby completed by inserting the following information:

Section 101.1 Title. Insert: Truckee Fire Protection District of Nevada County

Section 110.4 Violation penalties. Insert: Misdemeanor, 1,000, and 90; and

Section 112.4 Failure to Comply. Insert: 100 and 1,000 "for each day the violation continues unabated".

Section 3. That the geographic limits referred to in certain sections of the 2019 *California Fire Code* and hereby established as follows:

Section 5704.2.9.6.1 Geographic limits in which the storage of Class I and Class II liquids and above ground tanks outside of buildings is prohibited:

Throughout all territory within the boundaries of the Truckee Fire Protection District of Nevada County, including that portion of the District in Placer County.

Exception 1: Protected above ground storage tanks installed in accordance with Section 5704.2.9.7 and Chapters 23 and 57 of the Code and approval in advance in writing by the Fire Chief or their designated representative.

Exception 2: The Chief may authorize the temporary (not to exceed 120 days) use of above ground tanks installed in accordance with Chapter 22 and 34 of this Code not exceeding 660 gallons of water individual capacity for storage of Class II and III liquids, and the tank and manner of above ground storage is approved in advance in writing by the Fire Chief or their designated representative.

Section 5706.2.4.4 Geographic limits in which the storage of Class I and Class II liquids in above ground storage tanks is prohibited: is established as follows:

Throughout all territory within the boundaries of the Truckee Fire Protection District of Nevada County, including that portion of the District in Placer County.

Exception 1: Protected above ground storage tanks installed in accordance with Section 5704.2.9.6 and Chapters 23 and 57 of the Code and approval in advance in writing by the Fire Chief or their designated representative.

Exception 2: The Chief may authorize the temporary (not to exceed 120 days) use of above ground tanks installed in accordance with Chapter 22 and 34 of this Code not exceeding 660 gallons of water individual capacity for storage of Class II and III liquids, and the tank and manner of above ground storage is approved in advance in writing by the Fire Chief or their designated representative.

Exception 3: Home heating oil may be stored in approved above ground tanks if the tank capacity does not exceed 550 water gallons and the tank and manner of above ground storage is approved in advance in writing by the Fire Chief or their designated representative.

Section 5806.2 Geographic limits in which the storage of flammable cryogenic fluids in stationary containers is prohibited:

Throughout all territory within the boundaries of the Truckee Fire Protection District of Nevada County, including that portion of the District in Placer County.

Exception: The storage of such fluids for use in commercial or industrial uses may be approved in advance in writing by the Fire Chief or their designated representative.

Section 6104.2 Geographic limits in which the storage of liquefied petroleum gas is restricted for the protection of heavily populated or congested areas: within heavily populated or congested commercial areas within the boundaries of the Truckee Fire Protection District of Nevada County, including that portion of the District in Placer County.

Section 4. The *California Fire Code*, 2019 Edition is amended and changed in the following respects:

A. Section 101.6 is added to read as follows:

101.6 Headings. Headings are inserted for convenience of reference only and shall not be utilized to define, limit or otherwise construe this code.

B. Section 110.4.2 is added to read as follows:
110.4.2 Reduction of Penalty. The Fire Chief, in their sole discretion, may reduce any violation from a misdemeanor set forth above to an infraction, punishable by a fine of not more than $500.00

C. The definition of Fire Code Official as set forth in Section 202 shall be amended to read as follows:
FIRE CODE OFFICIAL. The Fire Chief or designated authority charged with the administration and enforcement of the Code or a duly authorized representative. The "Fire Code Official" may also be known as the Fire Marshal.

D. Section 307.4.4 is added to read as follows:

307.4.4 Outdoor Open Flame Appliances, including permanently installed outdoor fireplaces, fire pits, BBQ's, pizza ovens and any other open flame outdoor device that is connected to a residential/commercial gas line service, at the discretion of the Fire Code Official shall be installed with the following:

1. Gas shut-off valve located at stub out and readily accessible
2. Timer device to regulate maximum operating time to three (3) hours
3. Ten (10) feet vertical & horizontal clearance to all combustibles measured from the open flame, not including the support structure. For devices per manufacturers installation guidelines that have less of a combustible clearance may be installed at the discretion of the Fire Official
4. 2nd gas shut-off valve accessible installed within 3'-5' of the device
5. Two (2) feet maximum flame height
6. All parts/assemblies to be tested and certified by UL, CSA, or ANSI.
7. Provide product specification sheet for device design
8. Surface supporting device system shall be of an ignition resistance material (approved by the California State Fire Marshal's office) extending minimum of two (2) feet around device

E. Section 604.3.2 is added to read as follows:

604.3.2 Main Electric Disconnect. When the main electrical disconnect is located on the interior of a building, the installation of an electrical shunt trip shall be required on the exterior in a location that is protected from the elements as approved in advanced in writing by the Fire Code Official.

F. Section 604.3.3 is added to read as follows:

604.3.3 Auxiliary Power Generator, on any new structure or remodel that has electrical power supplied by a secondary or auxiliary power unit with automatic startup and/or automatic power transfer capabilities shall have an auxiliary power disconnect accessible to Fire District Personnel. The auxiliary power disconnects switch/Shunt (Section 605.3.2 Main Electric Disconnect Shunt) shall be located within three (3) feet of the main power disconnect switch and identified with a permanently mounted, weather proof label marked "AUXILIARY POWER DISCONNECT".

G. Section 903.2 shall be amended to read as follows:

903.2 Where Required. Approved automatic sprinkler system in new buildings and structures shall be provided in the locations described in Sections 903.2.1 through 903.2.12. Notwithstanding any other provisions of this code, any occupancy other than R occupancies (903.2.8) that have a total floor area exceeding 3,600 square feet, regardless of the presence of any area separation walls shall be sprinkled. Where additions increase the total size of the buildings to 3,600 square feet or more, the addition and the existing occupancy/building shall be provided with an automatic sprinkler system. Fire separation areas shall not be used to reduce this requirement. The removal, demolition or repair of more than 50% of floor space (not to include finishes, mechanical, electrical and plumbing improvements) and 3,600 square feet or greater of an interior tenant improvement (TI) of a commercial building, the existing occupancy and commercial structure shall be provided in the locations described in Sections 903.2.1 through 903.2.12 with an automatic sprinkler system. Any structure or occupancy that does not have maintained year-round road access for all emergency response vehicles shall be sprinkled.

Exceptions:

1. Whenever there are practical difficulties involved, the Fire Code Official shall have the authority to grant modifications in individual cases provided the modifications do not lessen the health, life and fire safety requirements as permitted in Section 104.8 of the Fire Code.

H. Section 903.2.8 shall be amended to read as follows:

903.2.8 Group R. An automatic sprinkler system installed in accordance with 903.3 shall be provided throughout all buildings with a Group R fire area. Notwithstanding any other provision of this code any R occupancy to include:

Additions: The addition increases the existing square footage by 50% and the addition is 2,000 square feet or greater.

Remodels, alterations and/or repairs to an existing California Fire Code regulated building involving demolition, removal or repair of more than 50% of the gross square footage of the building, the building shall meet the requirements for a newly constructed building. For purpose of this Section, "50%" threshold shall be applied if the project involves any of the following:

1. The removal, demolition or repair of more than 50% of the exterior weight bearing walls; or
2. The removal, demolition or repair of more than 50% of the of the interior floor square footage.

Exceptions:

1. Alterations or additions made solely for the purpose of complying with the Americans with Disabilities Act.
2. Whenever there are practical difficulties involved, the Fire Code Official shall have the authority to grant modifications in individual cases provided the modifications do not lessen the health, life and fire safety requirements as permitted in Section 104.8 of the Fire Code.
3. Additions or repairs for the purpose of seismic retrofit.

I. Section 903.4.1 shall be amended to read as follows:

903.4.1 Monitoring. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved supervising station, or, when approved in advance in writing by the Fire Code Official, shall send an audible signal at a constantly attended location and at such other locations as may be required by the Fire Code Official.

J. Section 6101.3 shall be amended to read as follows:

6101.3 Construction Documents. Where a single LP-gas container is more than 1,200 water gallons in water capacity or the aggregate water capacity of LP-gas containers is more than 1,200 gallons, the installer shall submit for approval, construction documents for such installations.

K. Section 6101.3.1 is added to read as follows:

6101.3.1 Placer County Code. Placer County Building and Development Code Article 15.12 is added as a standard for reference throughout the jurisdiction limits of TFPD for the installation, maintenance and inspections of liquefied petroleum gas containers.

L. Section 6107.5 is added to read as follows:

6107.5 Protecting Appurtenances from the Elements. A protective cover shall be installed over all gas meters, regulators, valves and equipment so to provide protection against sliding, drifting and impact of snow and ice. The minimum design for the protective cover shall be equal to, or greater than the Building Design Load (determined by the appropriate building department) and shall be securely supported to the ground or diagonally to the building wall.

Section 5. All prior Ordinances of the Truckee Fire Protection District of Nevada County adopting and/or adopting as amended any prior Uniform Fire Code or California Fire Code are hereby repealed upon the effective date of this Ordinance except that any enforcement or abatement action under any such prior Ordinance shall remain and be pursued until resolution.

Section 6. That if any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The Board of Directors hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

Section 7. That nothing in this Ordinance or in the *California Fire Code 2019 Edition* hereby adopted shall be construed to affect any suit or proceeding pending in any court, or any rights acquired, or liability incurred, or any other cause or causes of action acquired or existing, under any act or Ordinance hereby repealed as cited in Section 5 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

Section 8. That the Administrative Officer of the Truckee Fire Protection District of Nevada County is hereby ordered and directed to cause this Ordinance to be published and posted in compliance with California Law.

Section 9. That this Ordinance and the rules, regulations, provisions, requirements, orders and matters established and adopted hereby shall take effect and be in full-force and effect from and after its publishing, posting and approval as required by California Law.

Passed and Adopted at a duly held meeting of the Board of Directors of the Truckee Fire Protection District of Nevada County on November 19, 2019 by the following vote:

Yes:

Paul D. Wilford

Gary R. Botto

Victor R. Hernandez

Erin E. Prado

Gerald W. Herrick

Noes:

Absent:

Abstain:

Attested by:

Joyce L. Engler, Clerk of the Board

Dated: November 19, 2019

DATE: April 30, 2021

TO: Laura Dabe, Assistant Planner

FROM: Scott Mathot, Associate Engineer

SUBJECT: Engineering Division Conditions for Application 2021-23— PAR (Soaring Ranch Phase 3) located at 10001 Soaring Way on APN 019-620-060

The Engineering Division has reviewed the Soaring Ranch Phase 3 preliminary application and has the following comments. Additional comments may arise with additional information or modified project scope:

- Per condition of approval #68 (Council Resolution 2018-15), a traffic study will be required to determine, at a minimum, whether additional improvements are required to maintain adequate Level of Service and operations at the SR 267/Brockway Road/Soaring Way intersection.

- Also per condition of approval #68, Phase 2 or 3 development will be required to construct a Class I path along Brockway Road (between SR 267 and Martis Valley Road) and a Class I trail connecting the Martis Valley Trail located west of SR 267 to Brockway Road (parallel to Hope Court). See typical CoA #2 below.

- Clarify whether the access to the Hampton Inn property is proposed to be a full access or emergency access. Consider adding a sidewalk to the access to provide a direct pedestrian connection between the hotel and commercial uses. Documentation regarding the access rights to the Hampton Inn property (as well as impacts to their parking supply) will be required with the formal application.

- An access restriction easement will be required along the project's Soaring Way property line to prohibit additional driveways/access points beyond what is part of the current proposal.

- Frontage improvements will be required for the project. On-street parking and a minimum six foot wide sidewalk will be required along the Soaring Way frontage. A pedestrian connection between the proposed buildings and the public way (sidewalk) will also be required.

- Consideration of snow removal and storage should be given during the development of the site plan. The project is required to provide snow storage for 50 percent of the impervious areas of Phase 1, 2, and 3. Snow storage locations should be easily accessible and as close to the source as possible. There does not appear to be adequate accessible snow storage area available on the current plan as was shown on this portion of the property as part of the Phase 2 approval.

- It appears from some of the architectural renderings that snow shed may occur over or adjacent to pedestrian and vehicle areas. Please develop a design that avoids snow shed into pedestrian areas or onto parked vehicles.

In addition, below is a standard list of conditions (similar to Soaring Phase 2) for your reference. Please note that these typical conditions will likely change as additional information is presented and/or when project components are revised.

1. Prior to building (grading) permit issuance, the project proponents shall submit improvement plans stamped by a licensed civil engineer to the satisfaction of the Town Engineer for all work both in and out of the public right-of way.

   The plans shall be prepared in accordance with the Town of Truckee Public Improvement and Engineering Standards dated May 2003; shall comply with the design standards identified in Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, such as hydro-modification requirements, or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit; and shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. The plans at a minimum shall incorporate proposed grades, drainage, driveway design and erosion control; and incorporate cost estimates for all work to be performed.

   Said improvement plans shall be accompanied by appropriate plan check fees to be calculated by the Town Engineer at the time of plan approval. Public improvement plan check fees and inspection fees are calculated using the estimated construction costs. The plan check fee is equal to the following formula based upon the estimated construction costs:

   5% of valuation from $0 to $50,000
   3% of valuation from $50,000 to $250,000
   1% of valuation above $250,000

   The inspection fee, due prior to start of construction, is equal to the following formula based upon the estimated construction costs:

   6% of valuation from $0 to $50,000
   4% of valuation from $50,000 to $250,000
   1.5% of valuation above $250,000
   (Engineering Division Recommendation)

2. Prior to Phase 3 building (grading) permit issuance, improvement plans for the following shall be submitted and approved by the Town Engineer:

   - Class I trails along both sides of Brockway Road (connecting SR 267 to the Martis Drive intersection);

- Class I trail connection between Brockway Road and the Martis Valley Trail, paralleling Hope Court west of SR 267; and:
- Frontage improvements along the entire projected Phase 3 Parcel consistent with the frontage improvement condition below.

No part of this approval shall be construed as an approval of the preliminary plans.

All aforementioned improvements shall be constructed and completed prior to issuance of any Certificates of Occupancy within Phase 3 of the Soaring Ranch Planned Development. ***(Engineering Division Recommendation)***

3. Prior to building (grading) permit issuance the project proponents shall provide identification of all existing drainage on the property and adjacent properties, which may affect this project. This identification shall show discharge points on all downstream properties as well as drainage courses before and after the proposed development for the 10-year and 100-year flows. ***(Engineering Division Recommendation)***

4. Prior to building (grading) permit issuance, the applicant is to offer for dedication to the Town of Truckee a drainage easement centered along any existing drainages (approximately 20' wide). The limits of any easements will be determined by the Town Engineer during the review of the improvement plans for the project. ***(Engineering Division Recommendation)***

5. Prior to building (grading) permit issuance, the applicant shall provide an erosion control plan and storm water quality plan, per the requirements of the Town of Truckee for review and approval that shows temporary construction BMPs and permanent on-site treatment of the 85th percentile, 24-hour storm. The plan shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. If snow storage is proposed in areas of stormwater treatment, then the features should be properly sized for the capacity of both functions. If the project is expanding an existing site and the new impervious area is more than 50% of the existing impervious surface, project shall treat all existing and proposed impervious areas. ***(Engineering Division Recommendation)***

6. Since the project disturbs one acre or more, the project shall also comply the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. Prior to building (grading) permit issuance, the applicant shall provide the WDID number issued by the State Water Resources Control Board. ***(Engineering Division Recommendation)***

7. Hydromodification is required if the project creates or replaces one acre or more of impervious surface. Post-project storm water flows should equal pre-project flows for the design year event (2-year, 24-hour storm or current standard), unless additional mitigations are proposed to provide for the increase in flows. ***(Engineering Division Recommendation)***

8. Prior to building permit issuance, the applicant shall submit a Best Management Practice (BMP) operation and maintenance plan to the Town Engineer for review and approval. Recordation of the operation and maintenance plan for permanent structural treatment control BMPs installed by the project may be required depending on the type of permanent BMP proposed. The property owner shall submit yearly BMP operation and maintenance certifications to the Engineering Division according to the Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit. ***(Engineering Division Recommendation)***

9. Prior to Building permit issuance, all permanent BMPs (including stormwater treatment devices) shall be located entirely on the private property and outside of the Town and State right-of-way/public access easements. ***(Engineering Division Recommendation)***

10. Prior to Building (grading) permit issuance, the applicant shall offer for dedication to the Town of Truckee 20' wide drainage easement centered along all drainage paths that cross the applicant property. ***(Engineering Division Recommendation)***

11. Prior to building permit issuance, applicant shall provide a snow removal/storage plan for approval by the Town Engineer that shows snow storage calculations (equal to 50% of the paved area the snow removal will occur), locations of storage, and how snow will be put in those locations. Snow storage locations should be easily accessible (i.e. no curbs, trees, delicate landscaping). Provide snow storage as close to the source as possible. To note, the application site plan identifies a majority of the Soaring Ranch Phase I and Phase II required snow storage to be located on the Phase III project area. The snow storage requirements for Phases I, II, and III will need to be accommodated on the Phase III project area or a snow off-haul plan will need to be developed and approved by the Town Engineer. The snow off-haul plan will need to identify the means and methods of snow removal/hauling, as well as the approved location of the off-site snow storage. **(Engineering Division *Recommendation*)**

12. Building design shall prevent roof driplines from being located in the Town right-of-way, public access easements, or public gathering spaces. In addition, the building structures shall be designed such that snow will not shed into pedestrian areas or onto parked vehicles. **(Engineering Division *Recommendation*)**

13. Prior to building certificate of occupancy, any existing overhead utilities shall be placed underground subject to the approval by the utility providers. **(Engineering Division *Recommendation*)**

14. Frontage improvements will be required for the project. On-street parking and a minimum six-foot-wide sidewalk will be required along the projected Soaring Way frontage. A pedestrian connection between the proposed buildings and the public way (sidewalk) will be required. The limits of the proposed improvements will be reviewed and approved by the Town Engineer as a part of the improvement plan review prior to building (grading) permit issuance. Prior to building permit issuance, the applicant will be required to enter into a maintenance and hold harmless agreement for any and all frontage improvements. There is a fee associated with the development of the Hold Harmless Maintenance Agreement. **(Engineering Division *Recommendation*)**

15. Prior to building (grading) permit issuance, the applicant will need to execute a Hold Harmless and Maintenance Agreement with the Town for portions of the improvements that extend into the Town right-of-way and any public access easement areas (bike racks, sidewalks, landscaping, etc.). Extents and type of frontage improvements shall be reviewed and approved by the Town Engineer prior to building permit issuance. **(Engineering Division *Recommendation*)**

16. Prior to building certificate of occupancy, the applicant shall grant to Town, and have accepted by Town, a dedication for a public access easement encompassing any frontage improvements that are constructed outside the Town right-of-way. **(Engineering Division *Recommendation*)**

17. Prior to building permit issuance, the applicant shall pay Traffic Impact Fees (TIF) applicable at the time of building permit issuance. As of April 31, 2021, based on 148,020SF of "Multifamily Residential" and 9,000SF of "General Retail" proposed uses the **Traffic Impact Fees** are estimated to be **$535,692**. The actual Traffic Impact Fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. ***(Engineering Division Recommendation)***

18. Prior to building permit issuance, the applicant shall pay Facilities Impact Fees (FIF) applicable at the time of building permit issuance. As of April 31, 2021, based on 148,020SF of "Multifamily Residential" and 9,000SF of "General Retail" proposed uses the **Facilities Impact Fees** are estimated to be **$229,429.20**. The actual Facilities Impact Fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. ***(Engineering Division Recommendation)***

19. Prior to building permit issuance, the applicant will need to obtain an Encroachment Permit with the Town for portions of the existing and proposed improvements that extend into the Town right-of-way and any public access easement areas. **(Engineering Division *Recommendation*)**

20. Prior to building (grading) permit issuance, approvals from individual utility providers impacted by the development shall be obtained and copies of approvals shall be provided to the Town Engineer to ensure there are no objections by affected utilities and that the project proponents are coordinating improvements. ***(Engineering Division Recommendation)***

21. Prior to Certificate of Occupancy, the Joerger Drive waterline and dry utility improvements must be completed to the satisfaction of the Truckee Donner Public Utility District (TDPUD). Documentation of acceptance of those utility improvements by the TDPUD must be provided to the Town prior to Certificate of Occupancy.
(Engineering Division *Recommendation*)

22. Prior to building permit issuance or certificate of occupancy (whichever is specified), the applicant shall conform to all Engineering mitigation measures that are outlined in the adopted Joerger Ranch Environmental Impact Report – Mitigation Monitoring and Reporting Program.
(Engineering Division *Recommendation*)