



AGENDA ITEM: 10

MEETING DATE: April 22, 2015
TO: Board of Directors
FROM: Kevin Smith, General Manager
SUBJECT: Planned Community-3 Property Acquisition Review – Public Request

OBJECTIVE: Review and consider open space acquisition request by the public for parcels contained within PC-3, specifically the parcel between Highway 267 and the Ponderosa Golf Course known as “Parcel 4.” Staff recommends the Board consider merits of public request, the District’s Open Space Preservation Strategy, and provide guidance to staff.

DISCUSSION: During public comment at the March 25, 2015 Airport District Board Meeting, various members of the public requested the District review whether or not there is value by the District to acquire property within PC-3. The Board directed staff to include this item on the next Board meeting agenda.

Public comment centered on property west of the Airport between Highway 267 and the Ponderosa Golf Course (See attached Map). During public comment, Laurel and Tom Lippert offered the view that there may be safety benefits to preventing future development on the parcel thereby allowing the parcel to be used as an emergency landing area for aircraft. The property is just to the left of the primary departure corridor for Runway 29. Other members of the public also commented on aviation safety as well as the wish to not have the automobile traffic associated with the development of PC-3.

In preparation for this agenda item, staff has met with the Town of Truckee. They also reviewed the approval process for PC-3. Attached are several documents and reports considered by the Town of Truckee in their approval of PC-3.

In preparation for this agenda item, Staff has met with the Town of Truckee and reviewed again the approval process for PC-3. Attached to the staff report are various documents and staff reports considered by the Town of Truckee in their review and ultimate approval of PC-3.

PC-3 CONSIDERATIONS

Discussions around the land use and zoning plan have been underway for approximately 15 years. The Airport District Board of Directors and staff have been involved and included in these discussions during the process. As the Board considers this public request, staff would like to highlight the following:

- **PC-3 is a land use and zoning plan, not a development plan.** It does not approve any specific, development, structures, parcel layout, specific business use, parking, circulation or other

specific land use approval. It essentially sets the zoning for the parcel. Airport Staff as well as the public will have an opportunity to review any specific development proposal for Parcel 4 and offer recommendations as to how to develop the parcel and relate that to aeronautical use of the Airport.

- **Enhancing Aircraft Emergency Access to Ponderosa Golf Course.** A primary consideration of the District's participation in the acquisition of the Ponderosa Golf Course, aside from annoyance mitigation, was the opportunity to maintain the property open and available as an emergency landing area for aircraft. While maintaining Parcel 4 as open space is logical and a sound argument, Staff also considered that development of the property along with the strategic removal of trees could also enhance the ability of pilots to utilize the golf course property by providing a clear approach path to fairways, particularly the 4th and 5th Fairway. Clearing a 35 foot tall building (max height in the zone), parking lots, and development features may be preferable to 40 to 70 foot tall tree stands.
- **CLUP Compatibility.** The Truckee Tahoe Airport Land Use Commission has reviewed the PC-3 project in detail and has found it to be compatible with the aeronautical use of the Airport and surrounding airspace. The Land Use Compatibility Plan is specifically designed (as mandated by the State of California) to consider these types of land use compatibility issues near airports and apply compatibility standards and findings. In their review, the Airport Land Use Commission considered this area of PC-3 and the proposed uses as compatible and consistent with the standards and guidelines in the Plan. The property under consideration is within the D Zone and B-1 Zone. The Airport District, property owners, as well as the Town and Counties around the Airport rely on the Airport Land Use Compatibility Plan to guide their decision making.
- **Agreement with Findings.** Airport District Staff also reviewed PC-3 through its various iterations and agrees with the findings by the Airport Land Use Commission, the Planning Commission, and Town Council.
- **Open Space Strategy.** The District's Open Space Strategy should also be considered in this discussion. The District adopted the Strategic Plan in January of 2014. Strategy 3.1 – Open Space Preservation provides insight, objectives, and criteria for the District's consideration of acquiring open space. It states:

"The District will select open space lands which have a direct benefit:

- *To airport operations safety;*
- *By preventing or reducing noise and annoyance from aircraft using the airport for those living in proximity to our approach and departure flight paths.*

While other community benefits may exist from potential open space opportunities, those listed above will be our primary decision criteria."

Considering the above, Staff agrees with public comment received that safety of flight should always be at the forefront of decision making by the Airport. Staff acknowledges that overflight of vacant property is preferred by pilots, has potential to provide an extra margin of safety, and reduce annoyance. Staff maintains that significant effort has been put forward to balance airport operations with neighboring land uses. This continues to be an area of emphasis in our review and consideration of land use proposals near the airport.

Staff is also open to any new thoughts or ideas not presented here or considered in the PC-3 approval process. New ideas that have the potential to balance community planning efforts with the safe operation of the Airport are always open for consideration by the District.

FISCAL IMPACT:

At this time the property owners are not prepared to provide a price or entertain offers to purchase. They are working on final details of their project and indicate that they will be prepared to discuss pricing and offers to purchase in 60 to 90 days.

ATTACHMENTS:

Staff Reports from the Town of Truckee regarding PC-3

Map of PC-3

Strategic Directive 3.1 – Open Space Preservation

List of Supporters



MEETING DATE: March 24, 2015

TO: Honorable Mayor & Councilmembers

FROM: Denyelle Nishimori, Planning Manager

SUBJECT: Conduct a Public Hearing and Take Action on the Joerger Ranch Specific Plan, Zoning Map Amendments, Phase I Tentative Map and Final Environmental Impact Report

Approved by: _____
Tony Lashbrook, Town Manager

RECOMMENDATION: That the Town Council take the following actions as recommended by the Planning Commission:

- Adopt Resolution No. 2015-09, adopting the March 2015 Joerger Ranch Specific Plan including conditions of approval and findings in support of this action; and
- Adopt Resolution No. 2015-10, certifying the Joerger Ranch Specific Plan Final Environmental Impact Report (SCH# 2012052073) with Mitigation Monitoring and Reporting Program and including Findings of Fact and Statement of Overriding Considerations; and
- Adopt Resolution No. 2015-11 approving the Phase I Tentative Map including conditions of approval and findings in support of this action; and
- Adopt Ordinance No. 2015-03, approving amendments to the Town Zoning Map, including findings in support of this action

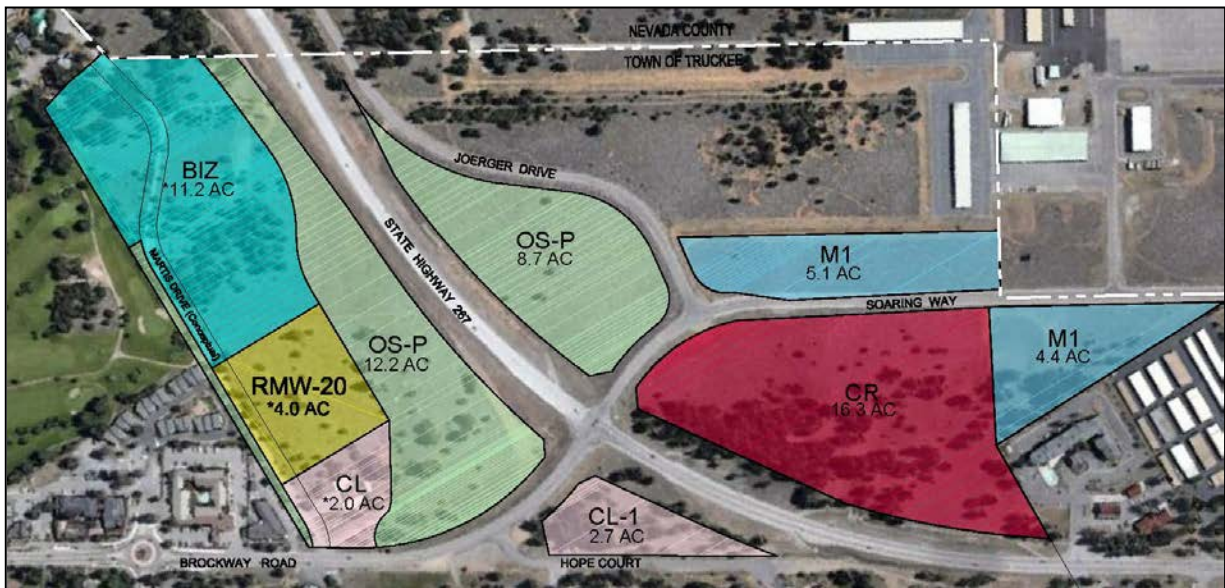
PROJECT DESCRIPTION AND LOCATION: The applicant is requesting approval of the March 2015 Joerger Ranch Specific Plan to establish zoning, goals, policies, allowed land uses and development standards/guidelines as well as approval of a Phase I Tentative Map to subdivide/re-describe the 66.61-acre Specific Plan Area into four new parcels. Approval of modifications to the Town Zoning Map is required to change the zoning designation from “Planned Community” to the six zoning districts described in Table 1 and mapped in Figure 1 below.

The Joerger Ranch Specific Plan Area, also referred to as the Planned Community-3 (PC-3) Specific Plan Area is located along the southern boundary of the Truckee town limits, approximately three miles southeast of Downtown Truckee, and immediately west of the Truckee-Tahoe Airport. The Plan Area is located on approximately 66.61 acres located on both sides of State Highway 267 and on both sides of Brockway Road and Soaring Way (APNs 19-620-01, 19-620-02, 19-620-04 and 19-620-31).

Table 1. Summary of Joerger Ranch

Proposed Zoning, Acreage and Development Potential

PC-3 Zoning Designation	Acreage	Development Potential (0.25 Floor Area Ratio)
Regional Commercial (CR) South side of Soaring Way targeted for commercial/retail/service uses.	16.3	177,507 sf
Lifestyle Commercial (CL) North and south side of Brockway Road targeted for retail, service, recreation and non-profit center.	4.7	51,183 sf
Manufacturing/Industrial (M1) East and south side of Soaring Way targeted for manufacturing/industrial uses.	9.5	103,455 sf
Business Innovation Zone (BIZ) West of Highway 267 targeted for research & development, green technology and similar high-tech uses.	11.2	121,968 sf
Workforce Multi-Family Residential (RMW-20) North of Truckee River Winery. Targeted for 80 workforce housing units to support PC-3 buildout.	4.0	80 housing units
Open Space (OS-P)	20.9	N/A
Total	66.6	454,113 sf

Figure 1. March 2015 Joerger Ranch Zoning Map

M1=Industrial/Manufacturing CR=Regional Commercial, OS-P=Open Space Protected, CL=Lifestyle Commercial, BIZ=Business Innovation Zone; RMW-20=Workforce Housing 20 dwelling units per acre

TOWN COUNCIL ROLE: The Town Council's is the final decision-maker on this matter and must consider General Plan, Development Code and California Environmental Quality Act (CEQA) consistency—based on the collective information presented in the record—in taking final action. This includes public comment, staff/Planning Commission recommendations as well as applicant-provided

information.

Council Actions

Consideration of the Joerger Ranch Specific Plan includes review and action on two legislative acts, one land use entitlement and Environmental Impact Report (EIR) certification. Because of the complexity of these actions and the extensive planning history, this staff report is structured with integrated [hyperlinks](#) shown in [blue underlined text](#) for optimal viewing on an electronic device (computer, tablet, smartphone). Use the links to review additional background information or to connect to staff report attachments directly without scrolling. The Town Council should consider each action individually.

1. Certification of the Final Environmental Impact Report (Final EIR)—if the Town Council finds, after reviewing and considering all information, that the EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and reflects the lead agency's independent judgment and analysis, then the EIR can be certified by the Town Council. The Town Council may incorporate clarifying language into the Final EIR, however, no substantive changes can be made; any changes that would create greater environmental impacts than assumed in the Final EIR would require further consideration through recirculation.

The Planning Commission recommended that the Town Council certify the Final EIR as prepared with modifications to mitigation measure 3.11-1F to include evaluation of traffic impacts to Martis Drive, Estates Drive and Reynold Way. Click the link to view: [EIR Mitigation Measures](#).

2. Specific Plan Adoption—A Specific Plan is not a land use entitlement, construction plan or permit. Adoption of a Specific Plan is a legislative act meaning the Town Council is empowered to act on the plan in the same capacity as General Plan adoption where regulation is created. Once adopted, a Specific Plan supersedes the Development Code and serves as the long-range planning document for the project area. By law, all Specific Plans must be consistent with the adopted General Plan. The Town Council may approve the Specific Plan as amended by the Planning Commission, approve modification(s) through conditions of approval or deny the Specific Plan if the required findings cannot be made.

The Planning Commission recommended that the Town Council approve the Joerger Ranch Specific Plan subject to recommended conditions of approval. Click the link to view: [Planning Commission Recommended Conditions of Approval](#).

3. Zoning Map Amendment Approval—In order to change the current zoning designation for the Joerger Ranch property from “Planned Community” to the six new zoning districts proposed within the specific plan, approval of Town Zoning Map Amendments are required. This includes adding the zoning districts to the zoning map legend and identifying the zones on Map Sheets #23 and #24.

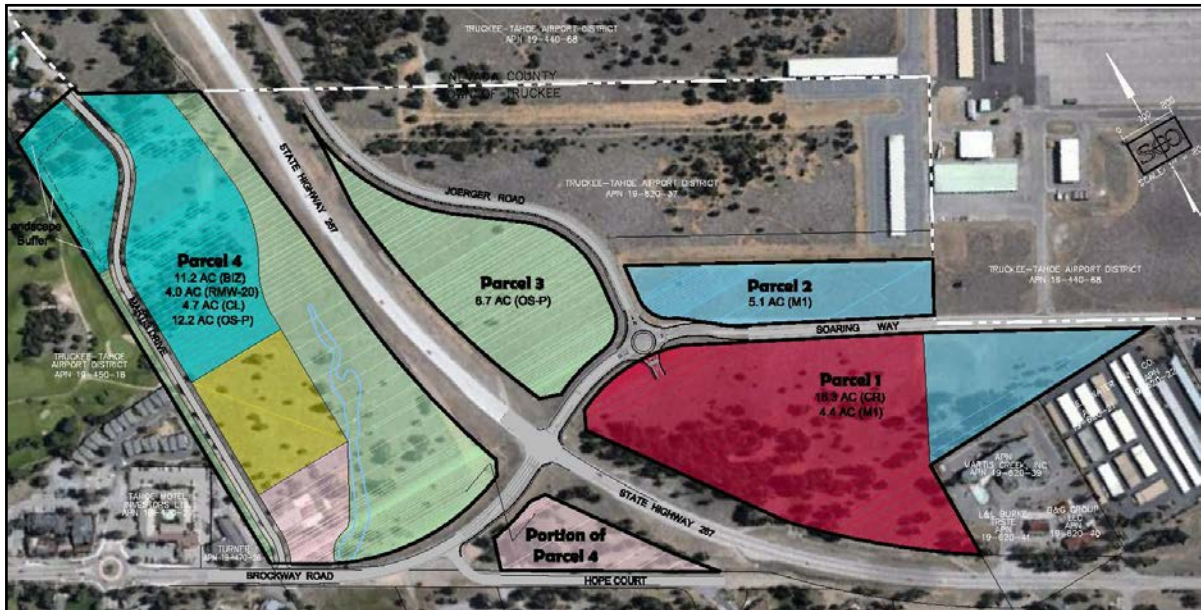
The Planning Commission recommended that the Town Council approve the Zoning Map Amendments with no modifications. Click the link to view: [Proposed Zoning Map](#).

4. Tentative Map Approval—the applicant is requesting Tentative Map approval to re-describe the existing four parcels to the parcels shown in [Figure 2](#) below.

The Planning Commission recommended that the Town Council approve the Phase I Tentative Map for the re-description of the existing four parcels as shown in [Figure 2](#) below

subject to recommended conditions of approval. Click the link to view [Planning Commission Recommended Parcel Map Conditions of Approval](#).

Figure 2. Phase I Tentative Map



Planning Commission Recommendation

The Joerger family has been working toward Specific Plan adoption for more than 15 years. Through the planning process, several Summary Plans, Specific Plans and two Environmental Impact Reports (EIRs) were prepared, although never adopted or certified. Since 2012, there have been multiple workshops/study sessions to capture and describe a plan that is consistent with the General Plan and embraced by the community. The Planning Commission's past participation in and direction from these workshops is summarized in the January 20, 2015 Planning Commission hearing staff report. Click the links to read more on the plan history and Planning Commission direction. [January 20, 2015 Planning Commission Staff Report](#) and [January 20, 2015 Planning Commission Meeting Minutes](#).

To summarize, the Planning Commission unanimously recommended approval of the Joerger Ranch Specific Plan, Zoning Map Amendments and Phase I Tentative Map at their January 20, 2015 meeting. This recommendation included the following recommended conditions of approval (summarized):

- Modify Mitigation Measure 3.11-1F to include evaluation of level of service impacts to Martis Drive, Estates Drive and Reynold Way with future project traffic studies. The Mitigation Measure contained in the Mitigation, Monitoring, and Reporting Program was modified to reflect this recommendation.
- The Open Space Protected (OS-P) zone should be preserved as open space in perpetuity. Add a policy that requires no net loss of open space area (i.e.-if a portion of the open space is used for a road, then it needs to be replaced as additional buffer along the Ponderosa Golf Course or between the residences and the Business Innovation Zone -1 parcel). A new Policy 5.2 was added to Specific Plan Chapter 2 (Vision & Goals) to reflect this recommendation.
- Delete note 3 on pp. 4.22 which references outdoor display areas for recreational vehicles, autos, etc. as this is not a permitted activity/this was carried over from previous versions of the Specific Plan that are no longer proposed. This note has been deleted in the March 2015 Joerger Ranch Specific Plan.

- Staff to prepare revisions to the workforce housing program that address:
 - Timing—a mechanism to tie construction of the workforce housing units to development/buildout of the specific plan.
 - Feasibility—incentivize workforce housing construction by allowing housing units up to 1,000 sq. ft. (versus the 750 sq. ft. maximum identified in the plan) and a mix of smaller and larger units.
 - Maximum 35-foot height limit (versus the proposed 40-foot limit) for consistency with existing residential zoning height limits.
 - Workforce housing policy consistency—develop an option for workforce housing cost sharing whereby all parcels within the Specific Plan Area pay an in-lieu fee based on the proportion of development potential; development within the Specific Plan Area should be responsible for contributing their fair-share contribution to the construction of the workforce housing which is not evident with the current market-rate workforce housing concept.

Workforce housing is discussed in more detail in the “Affordable Housing Program” section of this staff report.

SPECIFIC PLAN OVERVIEW: Specific Plans are regulated by both State statute (Government Code Section 65451) and the Town of Truckee Development Code (Chapter 18.170, Specific Plans). A Specific Plan is one step below a General Plan in the land use approval hierarchy and is used as a General Plan implementation tool for areas that need more specific policy direction/planning consideration. Specific Plans can be used for anything from creating “new towns” to large-scale warehousing developments. For PC-3, the community direction to prepare a Specific Plan was based on the highly visible location of Joerger Ranch along Highway 267 and the fact that it was historically used for commercial use. The property is in an area considered a gateway to the Martis Valley and to Downtown Truckee. It connects to the Brockway Road Corridor, the Truckee Tahoe Airport and ultimately to Interstation 80 and Lake Tahoe. Viewed as a catch-all site for future commercial and industrial growth, the community has struggled with the appropriate mix of land uses, possible future businesses and balance between economic benefit and competition. This has resulted in over 15 years of planning efforts to create a Specific Plan that is consistent with the General Plan vision and goals and community expectations. Although a Specific Plan must meet the minimum information summarized in Figure 3 below, a Specific Plan’s success and ultimate implementation is based on the plan’s ability to convey site-specific goals, policies, development standards and design guidelines. The unique zoning districts and detailed policies included in the January 2015 Specific Plan reflect General Plan direction, public comment and previous decision-maker/review body direction.

Figure 3. Minimum Specific Plan Requirements

- **Proposed Land Uses**—The distribution, location and type of proposed land uses.
- **Infrastructure**—The extent/intensity, distribution and location of public and private transportation, sewage, water, drainage, solid waste disposal and energy needed to support the land uses identified in the Plan.
- **Land Use and Development Standards**—Standards, criteria, and design guidelines by which development will proceed.
- **Implementation Measures**—A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the proposed land uses, infrastructure, and development and conservation standards and criteria.
- **Relationship to General Plan**—A discussion of the relationship to the General Plan.

By law, all Specific Plans must be consistent with the adopted General Plan which is why the Joerger Ranch Specific Plan includes all applicable General Plan policies either as Joerger Ranch goals, policies or standards, or is addressed through the consistency matrix included in the Specific Plan. Click the link to view: [Joerger Ranch General Plan Consistency Matrix](#).

Why is a Specific Plan proposed?

The 2025 General Plan identifies a number of areas within the town for special consideration when planning for future development, including two Planned Community Areas PC-1 (Coldstream) and PC-3 (Joerger Ranch). Gray's Crossing located off of Highway 89 North was approved as a Planned Community (PC-2) in 2004. The designation "Planned Community" was created to require the preparation of a Specific Plan before any development is allowed. In combination with this designation, several policies were included in the General Plan Land Use Element to guide Joerger Ranch development. These policies are discussed further in the 'General Plan Consistency' section of this staff report.

POLICY DISCUSSION: This section of the staff report highlights major Joerger Ranch Specific Plan policies that should be considered by the Town Council. Where applicable, background information and Planning Commission/staff recommendations are also included. Additional background information is addressed in the previous staff reports referenced throughout this staff report.

Zoning and Land Use

The Joerger Ranch Specific Area has a long history of development planning and buildout conceptualization. As part of the 2025 General Plan creation, guidance on future planning efforts was included in the Land Use Element for a range of commercial, industrial and residential land uses. Over the past ten years there have been numerous zoning and land use plans proposed including New Urbanist and village concepts. Ultimately these concepts were abandoned in pursuit of a complementary but non-competitive zoning and land use plan that supports Truckee's historic core. All of the proposed zoning districts within the March 2015 Joerger Ranch Specific Plan are new meaning they are different than existing Town zoning districts. The purpose of this was to create customized development standards, guidelines and allowed land uses. The zoning and land use plan was also influenced by the following:

- **2010 Bay Area Economics Evaluation**— As required by General Plan Land Use Action A6.1, an economic analysis was prepared to understand the economic impacts of the proposed development on the Downtown and the community as a whole. The report concludes that Joerger Ranch is most appropriate for new land uses that do not physically fit Downtown (furniture/warehouse/large floor plate office and retail), offer products and services geared toward Truckee's mountain lifestyle and diversify the economy (high tech/research and development). These findings were used to develop the land use assumptions within the Joerger Ranch Specific Plan; "targeted" land uses (those that are preferred/highly desirable) are included in the Joerger Ranch Specific Plan based on the report findings to attract businesses where there is market demand/the ability to capture sales tax revenue currently lost to surrounding jurisdictions. The Planning Commission reviewed and provided feedback on the proposed allowed land use tables in several of their workshops. The March 2015 Joerger Ranch Specific Plan includes this previous feedback and attempts to balance economic need and diversification while incentivizing relocation of businesses from the Truckee River Corridor and the Historic Preservation Overlay (HP-) District. Click the link to view the economic evaluation: [2010 Bay Area Economics Evaluation](#).
- **Business Relocation Incentives**—One of the benefits of Joerger Ranch is the opportunity to provide relocation sites for existing Truckee River Corridor and Downtown businesses that would be more appropriately located within the plan area. General Plan Land Use Action 6.5 encourages implementation of the 2005 Downtown River Revitalization Strategy, including improving the appearance and uses along West River Street and the Truckee Riverfront. This is further supported with Economic Element Policy P8.4:

General Plan Economic Element Policy P8.4:

Provide opportunities for industrial uses currently located along the Truckee River in the Downtown to relocate to other, more suitable locations.

During the Planning Commission workshops, the Planning Commission provided direction to strengthen relocation incentives. Click here to review the Manufacturing/Industrial section including incentives which include less stringent design standards, increased site coverage, decreased landscaping requirements, etc.: [Manufacturing District](#).

- **Airport Compatibility**—the Joerger Ranch Specific Plan Area is primarily located in Zone B1 (Inner Approach/Departure) and Zone D (Primary Traffic Patterns) of the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) as shown in [Figure 4](#). Development within Zone B1 is limited to residential densities of one dwelling unit per 20 acre/80 people per acre, two-story buildings and highly noise sensitive land uses are prohibited. Development within Zone D is allowed as allowable under the Truckee General Plan, however, a minimum density of at least 5.0 dwelling units per acre is encouraged (maximum 300 people per acre). The idea is that higher density equates to higher ambient noise levels which mean there is less likely to be a noise impact. TTALUCP compatibility drove the clustered residential density concept of the Workforce housing RMW-20 zoning district and lower intensity zoning districts closest to the airport; if housing—particularly workforce housing—can be consolidated into one higher density project, housing would not need to be constructed in other portions of the Specific Plan Area.

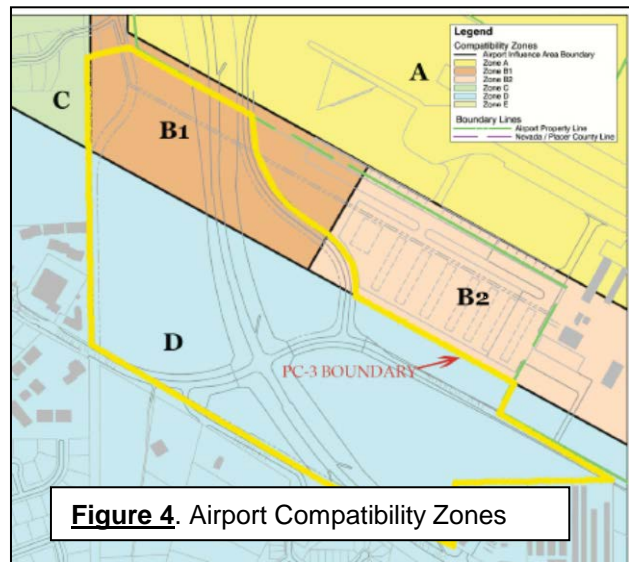


Figure 4. Airport Compatibility Zones

Concern has been raised by adjacent property owners in the Ponderosa Fairway Estates/Martis Valley Estates neighborhood about creating new zoning districts where airport compatibility (safety, noise, airport encroachment/long-term impacts) could be an issue. The Planning Commission determined that the TTALUCP provides the necessary safety protection to ensure compatibility. In addition, because Truckee Tahoe Airport Land Use Commission (TTALUC) has determined that the proposed Joerger Ranch Specific Plan is conditionally consistent with the TTALUCP, no modifications to the plan are recommended. As a standard condition of approval, deed restrictions will be required to be placed on all future parcels stating the property is subject to overflight by aircraft, and the property owner shall grant a “Typical Overflight Easement” to the Truckee Tahoe Airport (see attached conditions of approval). Click the link to view the comment letters: [TTALUC Draft EIR Comment Letter](#) and the [Truckee Tahoe Airport Draft EIR Comment Letter](#).

- **Mountain Area Preservation (MAP)**—MAP has been working with the Joerger family to define appropriate land use types/densities within the Joerger Ranch Specific Plan Area including the location of open space. Following release of the September 2013 Draft EIR, MAP continued to work with the applicant directly to develop a revised land use plan; the outcome of these efforts

was the creation of two open space parcels along Highway 267 totaling approximate 20 acres. This modification to the land use plan was tied to a shift in development potential to other portions of the Specific Plan Area so there was generally no net loss of development potential. This is similar to a “Transfer of Development Rights” program where growth potential is eliminated in one area and increased in another to implement greater community goals.

The open space zoning within the Joerger Ranch Specific Plan is proposed as a new, unique zoning district—Open Space Protected (OS-P). The OS-P zoning district is “primarily intended to protect natural resources and provide permanent, undeveloped open space and to establish a visual open space corridor along Highway 267.” Permitted land uses are limited to those listed in Figure 5 below.

Figure 5: Copy of Joerger Ranch Table 4.8A
(Open Space District Allowed Land Uses).

LAND USES	OS-P
Drainage Facilities	Permitted
Public Trails	Permitted
Road/Utility Infrastructure	Permitted
Snow Storage	Permitted

The Town’s current Open Space (OS) zoning district allows for several other uses that would likely not be appropriate with the proposed Joerger Ranch open space areas such as crop production, animal raising and keeping, parks/playgrounds, and hunting/fishing clubs. By creating a new zoning district, the specific goals of the Joerger Ranch open space can be better defined. Table 4.8A also clearly identifies what improvements can be made within the open space (drainage facilities, roads, etc.). Because no development is proposed as part of the Specific Plan adoption, it is likely that some level of infrastructure improvements—beyond the required trails—will be needed within portions of the open space to accommodate specific plan buildout.

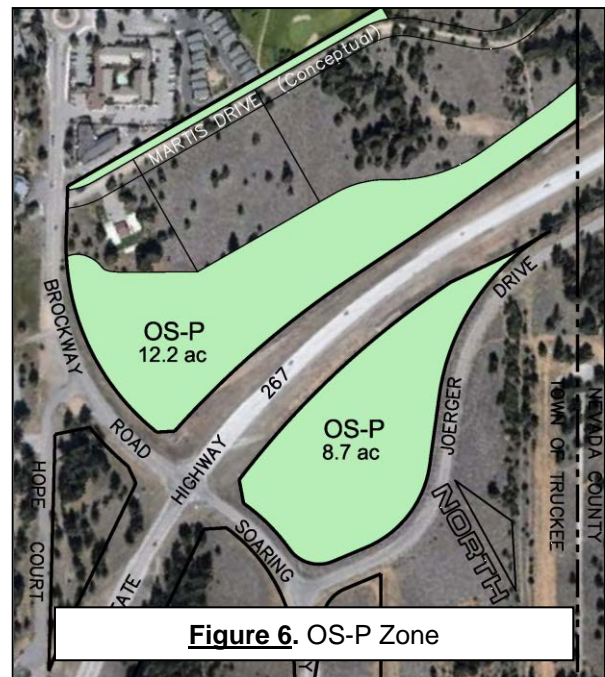


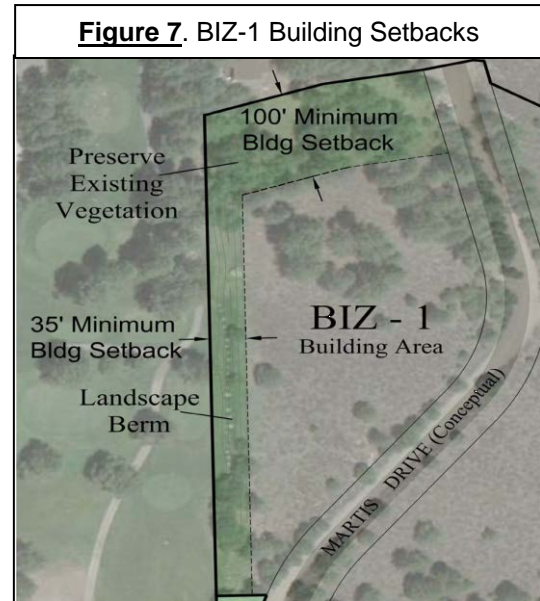
Figure 6. OS-P Zone

In the January 20, 2015 Planning Commission staff report, staff raised the question about long-term use of these parcels for permanent open space. Adjacent residences in the Ponderosa Fairway Estates/Martis Valley Estates and Ponderosa Meadows neighborhoods raised concern that the open space is not useable along the highway and would be more appropriate adjacent to the existing residences/expanded to encompass the Business Innovation Zone (BIZ) zone. The applicant intends to dedicate all open space to the Truckee Donner Land Trust to be placed in a permanent conservation easement. The Planning Commission supported maintaining the open space in perpetuity and recommended amending the Specific Plan to clarify the long-term preservation of the open space areas and to require no net loss of open space if portions were used for roadway, etc.

- Non-Profit Center—the Contractor’s Association of Truckee Tahoe or CATT (including several other local non-profits) worked with the applicant directly on the possibility of developing a non-profit center within the Joerger Ranch Specific Plan Area; the outcome of this effort was a designated non-profit center site, originally at the northwest corner of the Brockway Road/highway 267 intersection and then relocated to the triangle-shaped Commercial Lifestyle (CL) zone parcel on Hope Court. The relocation was proposed to accommodate the Open Space-Protected (OS-P) zoning areas. The March 2015 Joerger Ranch Specific Plan allows for office and retail uses in addition to a non-profit center. The Planning Commission supported this plan modification with no additional conditions.
- Compatibility with Existing Residential Neighborhoods—there are several established residential neighborhoods adjacent to Joerger Ranch including Pinyon Creek along Hope Court, Ponderosa Meadows located at the rear of The Rock/Hotel Truckee Tahoe and Ponderosa Fairway Estates/Martis Estates north of the Specific Plan Area along Martis Drive, Reynold Way and Estates Drive. With the relocation of the non-profit center to the triangle-shaped parcel along Hope Court, there appears to be less concern from the Pinyon Creek property owners about land use compatibility; no Pinyon Creek property owners submitted comments or spoke at the Planning Commission hearing. The remaining residential neighbors continue to express concern about the proposed zoning and allowed land uses for the portion of Parcel 4 located west of Highway 267 and north of Brockway Road. Primary issues include:
 - The location of the open space zoning along the highway; more appropriate placement would be adjacent to the existing residences; the open space would be more useable set away from the highway.
 - Preservation of views and quality of experience at the Ponderosa Golf Course (this comment was also expressed by the Truckee Donner Recreation and Park District).
 - Noise and light impacts from the Business Innovation (BIZ) Zone.
 - Through traffic (including safety) impacts from opening Martis Drive as a connected through road to Brockway Road and establishing office/industrial zoning adjacent to the residential uses.
 - Further encroachment towards the airport/likely safety issues by creating density adjacent to where planes have/could crash.
 - Workforce housing site (RMW-20 zone) density/intensity/consistency with area character including scale.

In response to these concerns, the applicant modified the zoning plan to create an approximately 30-foot wide open space zone adjacent to the Ponderosa Golf Course and the Ponderosa Meadows homes. The applicant also modified the Specific Plan to require building setbacks as shown in Figure 7 below. The Planning Commission determined additional compatibility concerns could be addressed with future projects where site design, land use, architecture, etc. are defined, based on a specific land use application.

Martis Drive— The General Plan Circulation Element provides direction to improve connectivity—both for better traffic/bike/pedestrian circulation and to connect places such as neighborhoods to retail and services. Several adjacent residents have asked that Martis Drive not be a through road or that the road be relocated east of the BIZ/RMW-20 zones. The applicant is willing to restrict Martis Drive to a gated, emergency-access only road, however, at staff's recommendation, Martis Drive is proposed as a fully connected, unrestricted minor arterial road. Examples of minor arterial roads include Glenshire Drive, Pioneer Trail and Northwoods Boulevard. This issue of road connectivity has been most recently discussed by the Planning Commission and Town Council with Planned Community-1 (Coldstream Specific Plan) in the context of General Plan Policy P2.4 below.



Circulation Element Policy P2.4

Improve connectivity throughout the Town's roadway network, through roadway improvements, while minimizing environmental, circulation and residential neighborhood impacts. This should include:

- New and improved links between roadways of the same classification.
- New and/or improved links between higher and lower capacity roadways where such connections would not negatively impact the lower capacity roadway's operations or local neighborhood character, would be consistent with community character and environmental goals described elsewhere in the General Plan and would not result in re-designation of a lower classification roadway to a higher classification, unless shown as such on the Circulation Plan.
- Discouraging the use of local and residential neighborhood roadways as through routes, particularly for commercial and industrial traffic.
- Requiring that new development maximizes connectivity of local streets within the development itself and makes connections to the adjacent street network and neighborhood areas.

The Planning Commission supported the creation of a connected road; a connected road would benefit local residents by distributing traffic more evenly throughout the neighborhood; mostly local residents would be using the connected portion of Martis Road to access Brockway Road. Also, because the road does not connect to another commercial area or Highway 267 directly, commercial and out of area traffic would travel back to Brockway Road to get to their next destination more quickly. To address specific concerns about through traffic/increased traffic volumes on Martis Road and surrounding local streets due to the connected Martis Road, the Planning Commission recommended that Mitigation Measure 3.11-1F be modified to include evaluation of Level of Service impacts to Martis Drive, Estates Drive and Reynold Way with future project traffic studies. The location of Martis Drive within the Specific Plan Area has not been defined and is shown only in concept in the Specific Plan. The ultimate location will be determined with future development of Parcel 4. Factors that will be considered in the final location include Level of Service impacts to Brockway Road, site access and proposed land uses. Right-of-way for Martis Drive will not be created as part of the Phase I Tentative Map, but would be addressed through any future projects or land use approvals.

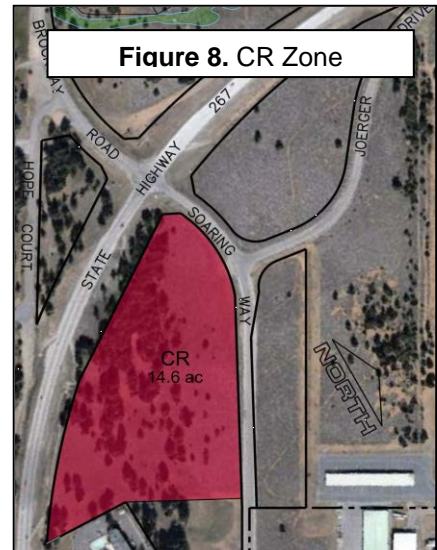
Economic Development

In addition to the zoning and allowed land uses, the Planning Commission also discussed economic development objectives. Primary goals of the Joerger Ranch Specific Plan include the promotion of high-quality economic development (Joerger Ranch Goal 1) and relocation of manufacturing, industrial and similar uses from the Truckee River Corridor and Historic Preservation (-HP) Overlay in-fill sites. Other key goals focus on attracting high-tech businesses and regional-serving uses to promote economic diversification. Key economic development features of the Joerger Ranch Specific Plan are summarized below. Many of these are discussed in greater detail in other portions of this staff report.

- **Regional Business Clustering (Regional Commercial Zone).** The Regional Commercial or CR zone is proposed with 16.3 acres fronting Soaring Way and is intended to provide opportunities for large floorplate (greater than 5,000 sq. ft.) commercial and office uses that serve both local and regional markets but would not directly compete with Downtown businesses. This site, as shown in [Figure 8](#) below, is most likely to develop as a shopping center with large scale retail businesses and a grocery store given its size and location along Highway 267. The Planning Commission expressed concern about the potential for large scale retail uses and potential competition with Downtown. To address this concern, staff recommended adding the following policy (Policy P7.3):

Development within the CR zone is intended to supply retail service needs of the local population and recreational tourist population that frequent the area. Grocery market and/or specialty food markets along with complimentary ancillary uses are the intended goals. Unique building design and site orientation shall be required so as to avoid typical big box retail found in most urban areas. In order capture the retail leakage, avoid competition with Downtown and discourage big box chain retail providers, an economic impact analysis shall be conducted for any single retail use with a Gross Floor Area of 15,000 S.F. or larger (excluding grocery markets and specialty food markets). At a minimum, the economic impact analysis shall:

1. Define the market area.
2. Identify retail leakage that could be captured while still maintaining the desired intent of the CR zone.
3. Identify potential economic impacts on Downtown and the Town of Truckee as a whole.
4. Identify potential uses that would benefit the local economy while still complying with the use and design intent listed above.



The Planning Commission concluded that with the incorporation of the above-mentioned policy in combination with the required design standards (no corporate architecture, tree preservation along Highway 267, etc.) no additional modifications to the plan were needed; creation of a shopping center site to attract regional-serving uses provides the opportunity for economic diversification.

- Truckee River Corridor/Historic Preservation (HP-) Overlay District business relocation incentives were added/strengthened.
- Potential competition with Downtown is addressed through “targeting” land uses including ground floor floor-plate sizes greater than 5,000 sq. ft. in the CR zone. Staff notes that

businesses with less than 5,000 sq. ft. may be located within the CR zone but they are not as desirable as those with larger floor-plates.

- Less-desirable land uses such as auto/RV sales and fast food restaurants are not permitted.
- The Specific Plan includes language to encourage the continued operation of the Truckee River Winery.
- The M1 (Manufacturing) zoning district was re-described to allow existing businesses to relocate such as Truckee Tahoe Lumber and Flyers card-lock gas and to prohibit non-manufacturing land uses.
- The BIZ (Business Innovation Zone) land uses were modified to emphasize high-tech, high-wage businesses that operate within a campus setting.

Infrastructure

Unlike the Railyard Master Plan, Planned Community 1 (Coldstream Specific Plan) or Gray's Crossing (Planned Community-2), the Joerger Ranch applicant is not a master developer and does not intend to construct any improvements—only to create the plan and a Phase I Tentative Map to allow for the sale of land. Because there is not a master developer for the entire Specific Plan Area, the Town's typical process for ensuring common infrastructure is constructed—installation prior to map recordation or building permit issuance—is not financially feasible or necessary until the first development project is proposed. However, there is complexity in this approach as the Specific Plan must serve as the tool to put future buyers on notice of all major infrastructure improvements. In previous versions of the draft specific plan, the applicant proposed to create a “legal managing entity” that would be tasked with determining infrastructure cost and each parcel's fair-share contribution, but this approach was abandoned for the simpler concept included in the January 2015 Draft Joerger Ranch Specific Plan (the Planning Commission hearing review draft) where requirements are designated parcel-by-parcel.

As part of the Planning Commission's recommendation, the applicant was required to modify the Specific Plan prior to Town Council action to incorporate the conditions of approval and mitigation measures into the Specific Plan or include them by reference. For infrastructure, Planning Commission Condition of Approval #18 required the incorporation of infrastructure maps into the plan to clarify responsibility. This was a Town Engineer recommendation to show that sufficient and coordinated infrastructure will be constructed at the time development is proposed. New infrastructure maps were incorporated into Chapter 7 for Parcel 1, Parcel 2 and Parcel 4. Parcel 3 is proposed as an open space parcel and because no development is proposed within Parcel 3, there are no infrastructure requirements tied to the creation of this parcel. Click the link to view these maps:

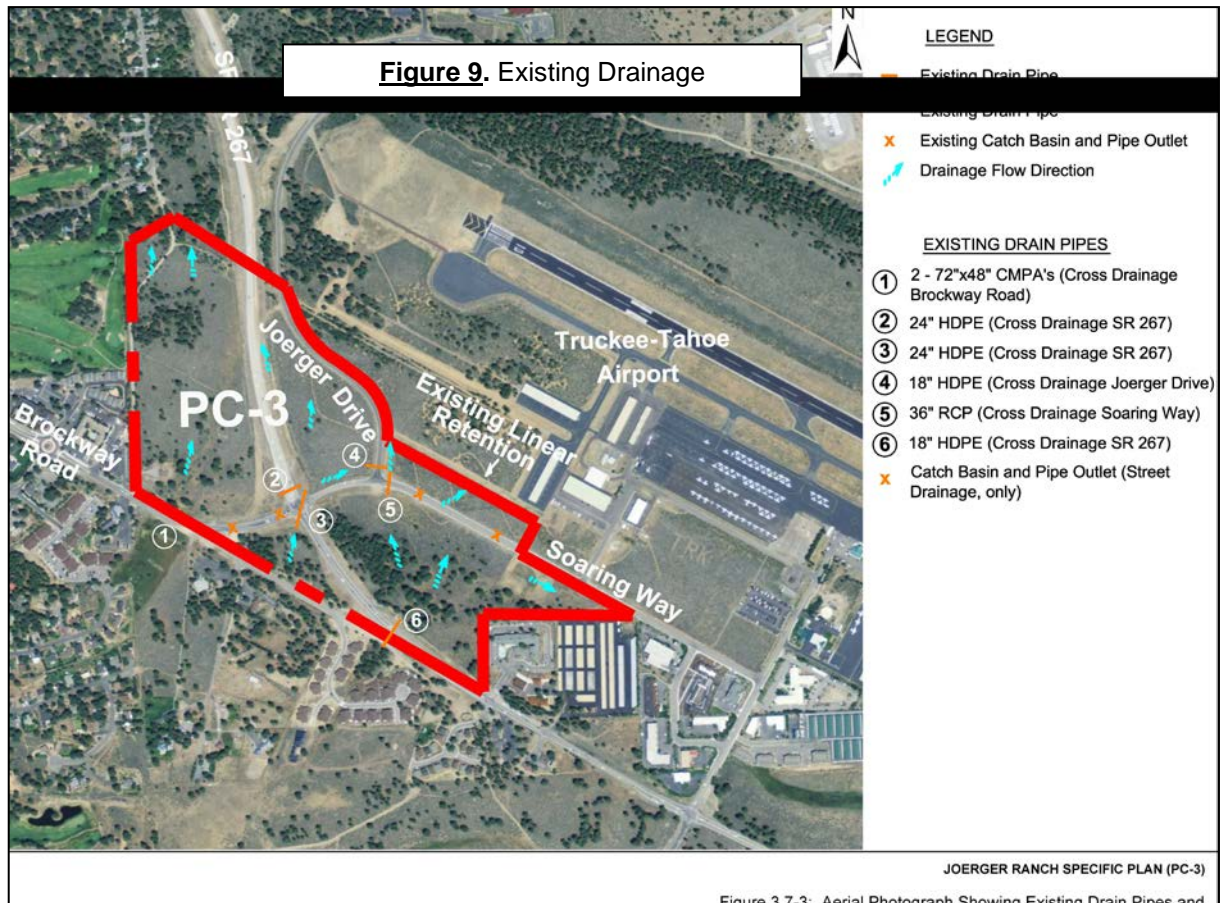
- [Infrastructure Map Parcel 1](#)
- [Infrastructure Map Parcel 2](#)
- [Infrastructure Map Parcel 4](#)

Generally, Joerger Ranch common infrastructure includes improvements to the Highway 267 intersection (widening, turn lanes, crosswalks, Class I bike path), trail connections including those within common open space areas and off-site, Soaring Way/Joerger Drive roundabout, utilities, drainage/stormwater and road/bicycle design for Brockway Road/Martis Drive/Hope Court/Soaring Way. These improvements are in addition to individual property frontage improvements such as sidewalks, landscaping, on-site trails, etc. One of the challenges with the specific plan common infrastructure implementation is equity. As currently written and supported by the Planning Commission, all future property owners will be required to build the common infrastructure prior to building (or pay a fair-share portion of the infrastructure improvements if they have already been built). Potential future owners of smaller developments may not be able to afford to construct major improvements or pay substantial fees. Conversely, if certain parcels are allowed to build without contributing, the remaining owners will be left with a larger financial burden than if all parcels contributed. This additional burden may be more

than the remaining owners can afford. It is for this reason that staff recommended limiting a Phase I Tentative Map to four parcels and revising Draft Specific Plan Chapter 7 (Implementation & Phasing) to include infrastructure requirements parcel-by-parcel. This essentially limits land purchase to a master developer willing and able to build the common infrastructure prior to creating any additional parcels or building a project. The Planning Commission supported staff's recommendation. The issue of equity is discussed further in the "Infrastructure Alternatives" section below.

The Town Engineer has reviewed the new infrastructure maps included in Chapter 7 of the March 2015 Joerger Ranch Specific Plan and determined that the maps adequately convey future common infrastructure requirements with the exception of drainage.

- Drainage (East Side of Highway 267)**—The existing drainage flows across the proposed Regional Commercial (CR) zone in a northwesterly direction. **Figure 9** (Draft EIR Figure 3.7-3) below shows the general drainage features within the specific plan area. The flow continues to a culvert that crosses Soaring Way and discharges to an open ditch that parallels the east side of Joerger Drive. The drainage from Soaring Way generally feeds to a drainage ditch behind the DBI commercial building at the corner of Business Park Drive and Soaring Way. There is also an isolated 0.11-acre ephemeral (seasonal) stream shown in **Figure 10** below that runs perpendicular to Soaring Way within the middle of the CR zone, the result of Highway 267 runoff. The Town Engineer has determined that drainage downstream of the existing culverts is not designed to accommodate the increase in runoff that is likely to be generated by development within the CR and M1 zones.



- Drainage (West Side of Highway 267)—Surface runoff is conveyed primarily as sheet flow in a northerly direction toward downslope areas or to low lying onsite areas. Similar to the CR zone, there is an additional ephemeral stream/intermittent stream located within the proposed Open Space-Protected (OS-P) zone of Parcel 4 east of the Truckee River Winery. This stream is fed by the meadow on the south side of Brockway Road through a culvert under the road. It terminates within the Specific Plan Area and does not have any direct drainage or run-off to the Truckee River or other Town drainage facilities. The Town Engineer has determined that it is likely increased impervious surfaces within the Business Innovation (BIZ) RMW-20 (Workforce Multi-Family, 20 dwelling units per acre) and Commercial Lifestyle (CL) zones will require off-site drainage improvements within the OS-P parcel.
- Drainage Requirements—The Town Engineer provided several recommended conditions of approval to the Planning Commission specific to drainage, although the preferred method would be to have a comprehensive drainage analysis before any new parcels are created. Click the link to read the Planning Commission Conditions of Approval: [Planning Commission Resolution No. 2015-01](#). These drainage-specific conditions include (as summarized):
 - Condition of Approval #10—identify all 100-year floodplains on the Phase I Parcel Map.
 - Condition of Approval #11—maintain a 50-foot setback for buildings/retention ponds; include this restriction on the Phase I Parcel Map.
 - Condition of Approval #17—require the recordation of “blanket” or floating easements on all Phase I Tentative Map parcels for public access, trails, drainage, utilities, road right-of-way and snow storage. These easements can be reduced once infrastructure improvements have been adequately designed and located. Before the drainage easement is revised, the applicant shall provide a method to treat the 20-year, 1-hour storm event and ensure pre- and post-project flows are equal, unless additional mitigations are proposed to provide for the increase in flow.
 - Condition #26—no development shall occur without construction of adequate infrastructure and frontage improvements as determined by the Town Engineer.
 - Condition #27—all Final EIR mitigation measures shall be implemented during all phases of development within the Specific Plan. For the drainage-specific mitigation measures, click the link: [Mitigation Monitoring and Reporting Program](#).

Following the Planning Commission hearing, the Town Engineer further considered the drainage for the Specific Plan Area and recommends modifying Condition of Approval #17 to eliminate the requirement for blanket easements, granting the Town Engineer the authority to require public and/or private easements, including cross-easements between properties for drainage, shared site access, etc.; and to allow the applicant the option to submit a Drainage Analysis with 30% design plans prior to Phase I Parcel Map recordation. Click the link to review modified Condition of Approval #17: [Town Council Resolution No. 2015-09](#). The benefit to this approach is that the Town Engineer would be able to review and approve maps without Town Council action. Whereas, if blanket easements are required, the Town Council would need to take action to abandon the portions of the easements that are deemed unnecessary for every subdivision.



Infrastructure Challenges

As previously mentioned, the Joerger Ranch Specific Plan is not a project and there is no “master developer” proposing large-scale projects simultaneously. The infrastructure requirements that would normally be completed before a subdivision is approved or building construction commences are proposed to be deferred until a master developer purchases a large portion of the property. This approach, although beneficial in incentivizing land purchase by master developers, creates a disincentive for smaller developers. It also means that implementation of key aspects of the specific plan, such as encouraging/incentivizing business relocation from the Truckee River Corridor/Downtown in-fill sites or construction of workforce housing may take longer.

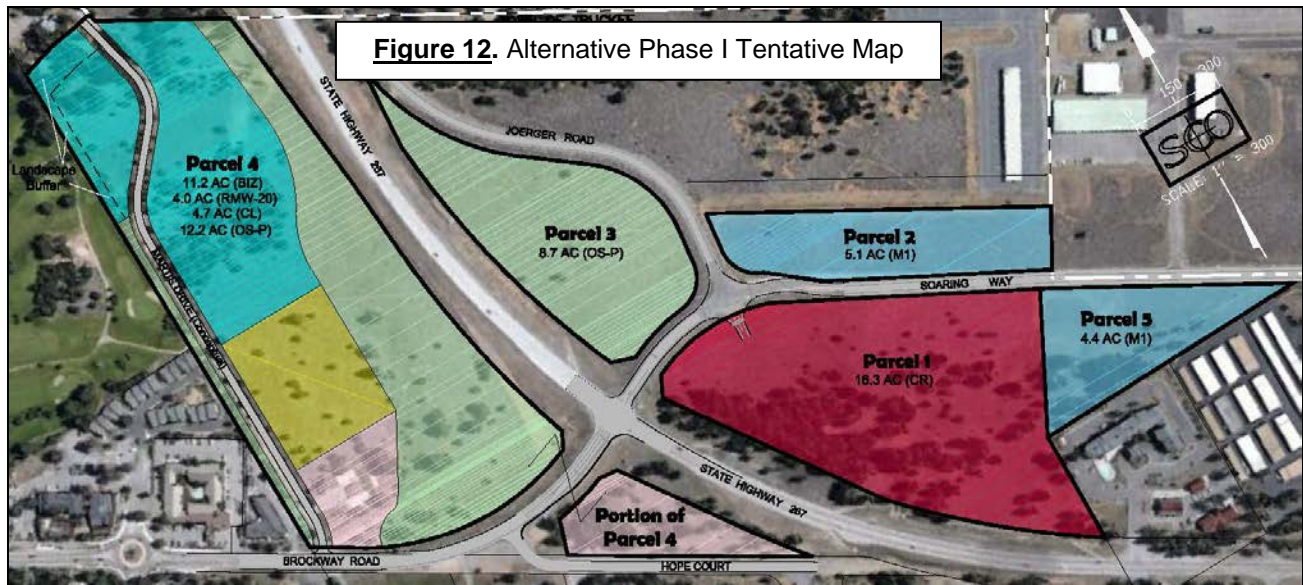
Truckee Tahoe Lumber

Following the January 20, 2015 Planning Commission hearing, staff met with Truckee Tahoe Lumber about the possible relocation of their business to the Manufacturing (M1) zone on the south side of Soaring Way to the 4.4-acre parcel. Although the Draft Specific Plan provides several incentives for business relocation including reduced site and building design requirements, these may not be enough if infrastructure costs are too expensive.



Truckee Tahoe Lumber is requesting that the Town Council consider exempting them from all common infrastructure requirements and adding the 4.4 acre M1 parcel as Parcel 5 to the Phase I Tentative Map as shown in [Figure 12](#) below. Click the link to review the request: [Truckee Tahoe Lumber Letter](#). This would allow Truckee Tahoe Lumber the ability to purchase the property independent of the Regional Commercial (CR) zone and initiate relocation from Downtown. Relocation of Truckee Tahoe Lumber would likely incentivize reuse of the Downtown site for other land use opportunities that would be more compatible with the Railyard Master Plan. The applicant supports this request. The Planning Commission did not have an opportunity to discuss the Truckee Tahoe Lumber request specifically, but they supported the use of incentives to encourage business relocation. It was the Planning Commission’s opinion that relocation would be expensive and challenging unless viable financial incentives to relocate were provided.

If the Town Council is supportive of creating an addition parcel with the Phase I Tentative Map, the Town Council can modify Resolution No. 2015-11 to reflect this change as part of a motion. Staff recommends the incorporation of the following condition under this option:



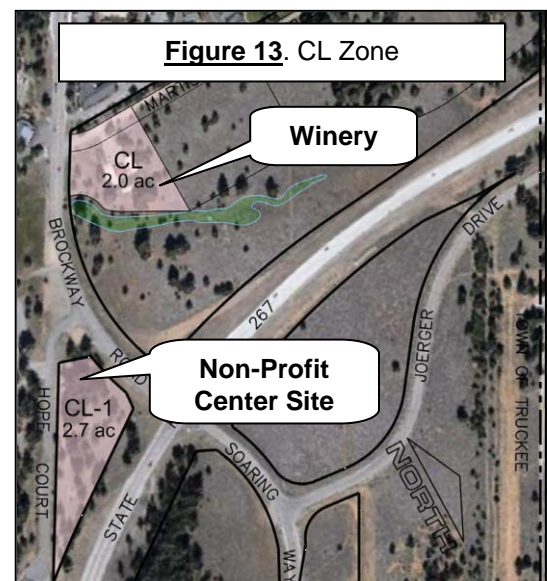
Draft Condition of Approval for Council Consideration of Five Parcel Phase I Tentative Map

The applicant may create up to five parcels as part of the Phase I map recordation for the purpose of selling the 4.4 acre Manufacturing (M1) zone on the south side of Soaring Way to Truckee Tahoe Lumber. The map shall be substantially in compliance with Figure 12 above. Truckee Tahoe Lumber shall be exempt from constructing or paying fair-share contribution to the common infrastructure requirements for Parcel 1 if a building permit is issued within three years of the Phase I map recordation date. If a building permit is not issued for Truckee Tahoe Lumber within the three years, development on Parcel 5 shall be subject to all Parcel 1 specific plan requirements. This condition does not waive frontage improvement or other Town Engineer requirements, building permit, impact fee and other fees required to be paid at the time of building permit issuance.

In light of this request, the Town Council should consider the fiscal impact of shifting infrastructure construction cost to the remaining parcels including the workforce housing (RMW-20) site. As discussed further in the “Affordable Housing” section below, the workforce housing site would also be a good candidate for common infrastructure exclusions, but this is not currently structured within the specific plan.

Truckee River Winery

The Truckee River Winery is identified in the Specific Plan as a legal non-conforming use (by standard). A legal non-conforming use is a use that was established before the adoption of the Development Code and does not meet current Development Code requirements/standards such as parking, landscaping, setbacks, etc. This means that the winery may continue to operate under the parameters of their current land use approval (winery and tasting room) and would not be required to construct or contribute fees towards any common infrastructure improvements, or upgrade the site until they propose to expand their use. The legal non-conforming status would be voided if the use is discontinued and a new land use is proposed. All new land uses on the site would be subject to the Parcel 4 common



infrastructure requirements including preparation of the Brockway Road Corridor Study and implementation of the study requirements (i.e.-intersection improvements on Brockway Road, site access modifications, construction of a portion of Martis Drive, construction of a transit shelter), 10-foot wide Class I trails along Brockway Road/Hope Court, and Highway 267 intersection improvements depending on future traffic analyses. The Planning Commission supported this approach to encourage continued operation, but did not recommend any exemptions from future infrastructure obligations to ensure the financial burden is equitably distributed among all future development projects.

Non-Profit Center

The March 2015 Joerger Ranch Specific Plan identifies the Lifestyle Commercial-1 (CL-1) zone as the targeted site for a future non-profit center building. Other allowed land uses are limited to office and/or retail. Specific Plan Chapter 7 (Implementation and Phasing) states that the non-profit center proposed on Hope Court would be solely responsible for and only subject to the utilities, roadway, and Class I bike path improvements along Hope Court and intersection improvements at Hope Court / Brockway Road, if required. This is similar to infrastructure requirements for parcels where there are no common infrastructure requirements and only frontage improvement obligations. The Planning Commission supported this approach with the understanding that the common infrastructure requirements on the west side of Highway 267 would be constructed and paid for by future developers within the Workforce Multi-Family Residential (RMW-20) and Business Innovation (BIZ) zones. Staff notes that the exemption only applies to a non-profit center use and that if a non-profit center is not constructed and an office or retail use is pursued, the developer of that use would be required to participate in common infrastructure costs.

Workforce Housing Site

The workforce housing site is currently subject to common infrastructure requirements. This means that if a master developer purchases Parcel 4 (all land on the west side of Highway 267) and wants to construct a workforce housing project first, all Parcel 4 common infrastructure will need to be constructed before or concurrent with building construction. The financial implications of this are discussed in more detail in the “Affordable Housing” section of the staff report below. The Planning Commission raised concern about the viability of workforce housing unit construction; the Specific Plan incentivizes development by creating higher density and allowing for a market rate/non-deed-restricted product, but the common infrastructure obligation could be a disincentive. The Planning Commission directed staff to prepare a cost-sharing mechanism option for Council consideration that requires other projects within the Specific Plan Area to contribute an in-lieu fee or otherwise financially support the workforce housing. This option is discussed further in the “Affordable Housing” section below.

The infrastructure question that remains to be answered is whether or not certain projects or businesses should be exempt from common infrastructure requirements. The Town Council should discuss this question in the context of economic development, workforce housing viability, equity and incentives.

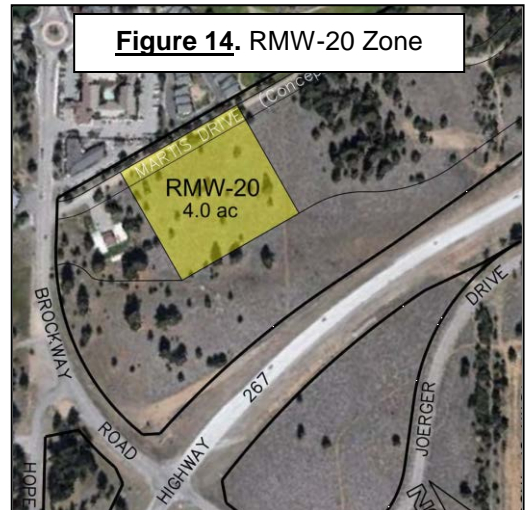
Affordable Housing Program

Click these links to read existing town policy and requirements for affordable housing:

- [General Plan Housing Element](#)
- [Development Code Section 18.214—Inclusionary Housing](#)
- [Development Code Section 18.216—Workforce Housing](#)

The Town of Truckee's goals and policies related to housing are included in the General Plan Housing Element. These goals and policies guide development, rehabilitation and preservation of a balanced inventory of housing to meet the needs of present and future residents of the Town. It is the intent of the

Housing Element to ensure that the housing needs of all economic segments of the community can be adequately met. With Development Code Chapter 18.210 for Affordable Housing Controls, housing need is divided into two categories: workforce housing, or housing demand generated by non-residential uses (commercial, industrial, institutional, etc.) and inclusionary housing or housing demand generated by residential uses. These policies require housing to be addressed on a project-by-project basis either through concurrent dwelling unit construction or payment of an in-lieu fee. The ultimate goal for housing policy implementation is to provide choice, both with housing unit types/sizes and levels of affordability.



The Joerger Ranch Specific Plan housing program has evolved substantially from the Town Council's last review in February 2012. Click the link to review the joint Council/Planning Commission staff report: [February 22, 2012 Joint Council/Commission Staff Report](#). Back in 2012 the affordable housing program closely matched the Development Code requirements where future residential projects would be required to restrict 15% of the units as affordable and workforce housing was calculated on a project-by-project basis based on full-time employee equivalents (FTEEs). Staff raised concern about the workforce housing approach noting that Development Code workforce housing exemptions for projects that generate less than seven FTEEs could unintentionally incentivize building projects below workforce housing thresholds. The impact of this, if implemented throughout the Specific Plan Area would be no or very few workforce housing units. With other similar large comprehensive development projects such as Pioneer Commerce Center, Gray's Crossing and the Coldstream Specific Plan, workforce housing numbers, location and construction timing were specified prior to comprehensive plan approval.

The current Joerger Ranch affordable housing program reflects a coordinated effort between staff and the applicant as well as input provided by the Planning Commission. Click the link to view the March 2015 Specific Plan workforce housing section: [RMW-20 zone](#). The following provides an overview of key features of the current program:

- All future development within Joerger Ranch is subject to the Joerger Ranch Specific Plan requirements and would not be subject to Development Code requirements (i.e.-Chapter 18.214—Inclusionary Housing or Chapter 18.216—Workforce Housing).
- There are no inclusionary housing requirements. Joerger Ranch is primarily zoned for commercial and industrial/manufacturing uses and any residential development proposed in combination with a non-residential project would not have to provide 15% affordable units.
- Workforce housing to meet the needs of buildout of the entire Specific Plan Area is provided on the 4.0-acre Workforce Multi-Family Housing (RMW-20) site. This means that individual projects are not required to provide additional workforce housing or pay an in-lieu fee.
- The RMW-20 site has a minimum/maximum density of 18-20 dwelling units per acre which equates to 72-80 multi-family residential units. Construction of these units as one comprehensive project is required. There are no income limit or deed-restriction requirements; development within this zone would be a market-rate project. The success in this approach lies in the density, small units sizes (450-750 sq. ft., 2 bedroom maximum) and more flexible development standards.
- Businesses that relocate from the Truckee River Corridor or Downtown in-fill sites within the Historic Preservation (HP-) Overlay District are exempt from providing workforce housing.

- Workforce housing is calculated based on Table 2 below.

Table 2. Joerger Ranch Workforce Housing Calculation by Zoning District					
Zoning District	Area Within B1/B2 Airport Zone (Acres)	Area Outside Airport Zone (Acres)	Development Potential Excluding B1/B2 Airport Zone in Acres (0.25 FAR)	Full-time Equivalent Employees	Number of Required Workforce Housing Units
Regional Commercial (CR)	0	16.3	177,507	355.0	50.7
Lifestyle Commercial (CL)	0	4.7	51,183	102.4	14.7
Manufacturing/Industrial (M1)	1.0	8.5	92,565	92.3	13.3
Business Innovation Zone (BIZ)	8.6	2.6	28,314	26.7	4.0
Multi-Family Residential (RM)	0	4.0	0	0	0.0
Open Space (OS)	6.8	14.1	0	0	0.0
Total	16.4	50.2	349,569	578	82.7*

*The number of workforce housing units increases to 98.3 units if the area within the airport B1/B2 zone is included. The airport B1/B2 zone was excluded because housing is essentially prohibited in this zone due to airport density regulations/noise compatibility issues.

Planning Commission Housing Program Recommendation

The Planning Commission discussed the affordable housing program and although supportive of creating one consolidated workforce housing site, they were concerned about the market-based approach. They commented that it seemed inequitable to “exempt” projects within Joerger Ranch from providing workforce housing when development elsewhere would require compliance. The Planning Commission did not want to hold-up review of the Specific Plan by the Town Council and moved to recommend approval to the Council subject to staff/applicant providing the following additional information to the Town Council:

1. A workforce housing alternative that requires cost-sharing among all parcels (except for the non-profit center) for workforce housing construction. This could be a program where each developer pays an in-lieu fee based on the percentage of overall workforce housing demand generated by their use. For example, development of the Regional Commercial (CR) zone at a 0.25 floor-area-ratio requires the construction of 50.7 workforce housing units. 50.7 out of 83.1 total units for the Specific Plan Area equals 61% of the total workforce housing requirement. The CR developer could be required to pay 61% of the total in-lieu fees (assuming 100% in-lieu fees) and the money could be used to pay workforce housing building fees, infrastructure cost, etc.
2. A mechanism to tie the timing of workforce housing construction to Specific Plan Area buildout. The Specific Plan does not currently require that the housing be built concurrent

with development or prior to a percent of buildout.

The Planning Commission also recommended that the building height limit be lowered to 35-feet and that greater flexibility be granted for unit sizes (allow up to 1,000 sq. ft., some three-bedroom units). Staff notes that while flexibility in unit size may have benefits, the Council may wish to consider the unintended consequences or allowing for larger units (i.e.-lower overall density, potential higher rents, etc.)

Discussion of Planning Commission Affordable Housing Direction

To get a better understanding of the cost associated with potential in-lieu fee payments, staff worked with the applicant to create estimated building costs for an 80 unit multi-family project (600 sq. ft. average unit size) within the Workforce Multi-Family Residential (RMW-20) zoning district. Staff also calculated in-lieu fees by fair-share contribution. These fees are shown in Tables 3 through 5 below.

Table 3. Estimated Workforce Housing In-Lieu Fee by Parcel			
Zoning District	# of Required Workforce Housing Units*	Percent of Total Workforce Housing Requirement	In-Lieu Fee (\$6,407,596 for 82.7 units at \$77,480***)
Regional Commercial (CR)	50.7	50.7 units/82.7 total units = 61%	\$6,407,596*61% = \$3,908,634
Lifestyle Commercial (CL)	6.2	6.2 units/82.7 total units = 7.5%	\$6,407,596*7.5% = \$480,570
Lifestyle Commercial (CL-1)	8.5	8.5 units/82.7 total units = 10.2%	\$6,407,596*10.2% = \$653,575
Manufacturing/Industrial (M1) Northern Side of Soaring	6.4	6.4 units /82.7 total units = 7.7%	\$6,407,596*7.7% = \$493,385
Manufacturing/Industrial (M1) Southern Side of Soaring	6.9	6.9 units/82.7 total units = 8.3%	\$6,407,596*8.3% = \$531,830
Business Innovation Zone (BIZ)	4.0	4.0 units/82.7 total units = 4.8%	\$6,407,596*5.3% = \$339,603
Multi-Family Residential (RM)	0.0	N/A	N/A
Open Space (OS)	0.0	N/A	N/A
Total	82.7		\$6,407,596

*Excludes land located within the B1/B2 Airport Zone.

**Assumes that 72 workforce housing units will be constructed on the RMW-20 zoned parcel at a density of 18 dwelling units per acre, and that payment of in-lieu fees for the remaining 11.1 workforce housing units (83.1-72) shall be calculated based on the maximum development potential of 0.25 Floor Area Ratio for each parcel.

***The \$77,480 workforce housing in-lieu fee will be considered by the Town Council at their March 26, 2014 meeting. This fee was used assuming it would be the fee in effect at the time of building permit issuance.

Table 4. Estimated Workforce Housing In-Lieu Fee by Parcel Based on Percentage of Unmet Demand				
Zoning	Number of Required Workforce Housing Units*	Percent of Total Workforce Housing Requirement	# of Unmet Workforce Housing Demand**	Estimated In- Lieu Fee (\$77,480***)
Regional Commercial (CR)	50.7	50.7 units/83.1 total units = 61%	61% /11.1 units = 6.77 units	\$524,540
Lifestyle Commercial (CL)	6.2	6.2 units/83.1 total units = 7.5%	7.5%/11.1 units = 0.83 units	\$64,308
Lifestyle Commercial (CL-1)	8.5	8.5 units/83.1 total units = 10.2%	10.2%/11.1 units = 1.13 units	\$87,552
Manufacturing/ Industrial (M1) Northern Side of Soaring	6.4	6.4 units /83.1 total units = 7.7%	7.7%/11.1 = 0.85 units	\$65,858
Manufacturing/ Industrial (M1) Southern Side of Soaring	6.9	6.9 units/83.1 total units = 8.3%	8.3%/11.1 = 0.92 units	\$71,281
Business Innovation Zone (BIZ)	4.4	4.4 units/83.1 total units = 5.3%	5.3%/11.1 = 0.59 units	\$45,713
Multi-Family Residential (RM)	0.0	N/A	N/A	N/A
Open Space (OS)	0.0	N/A	N/A	N/A
Total	83.1			\$859,252

*Excludes land located within the B1/B2 Airport Zone. Without this exclusion, the number of required workforce housing units increases to 97.1 for Specific Plan Area buildout.

**Assumes that 72 workforce housing units will be constructed on the RMW-20 zoned parcel at a density of 18 dwelling units per acre, and that payment of in-lieu fees for the remaining 11.1 workforce housing units (83.1-72) shall be calculated based on the maximum development potential of 0.25 Floor Area Ratio for each parcel.

***The \$77,480 workforce housing in-lieu fee will be considered by the Town Council at their March 26, 2014 meeting. This fee was used assuming it would be the fee in effect at the time of building permit issuance.

**Table 5. Estimated Workforce Housing
Building Permit Fee** Contribution by Parcel**

Zoning	Number of Required Workforce Housing Units*	Percent of Total Workforce Housing Requirement	Estimated Building Permit Fee Contribution
Regional Commercial (CR)	50.7	50.7 units/82.7 total units = 61%	\$1,718,401*61% = \$1,048,225
Lifestyle Commercial (CL)	6.2	6.2 units/82.7 total units = 7.5%	\$1,718,401*7.5% = \$128,880
Lifestyle Commercial (CL-1)	8.5	8.5 units/82.7 total units = 10.2%	\$1,718,401*10.2% = \$175,277
Manufacturing/Industrial (M1) Northern Side of Soaring	6.4	6.4 units /82.7 total units = 7.7%	\$1,718,401*7.7% = \$132,317
Manufacturing/Industrial (M1) Southern Side of Soaring	6.9	6.9 units/82.7 total units = 8.3%	\$1,718,401*8.3% = \$142,627
Business Innovation Zone (BIZ)	4.0	4.0 units/82.7 total units = 4.8%	\$1,718,401*5.3% = \$91,075
Multi-Family Residential (RM)	0.0	N/A	N/A
Open Space (OS)	0.0	N/A	N/A
Total	82.7		\$1,718,401

*Excludes land located within the B1/B2 Airport Zone.

**The Building permit fee estimate was calculated using a permit quote from the Building Division February 18, 2015 and other agency costs provided by the applicant on February 12, 2015. The "building permit fee" includes: impact/mitigation fees: Rec & Park Mitigation, Tahoe Truckee Unified School District, Truckee Fire Protection District and Town of Truckee fees. It also includes other agency fees that would need to be paid prior to building permit issuance. These include: Truckee Donner Public Utility District, Truckee Sanitary District and Tahoe-Truckee Sanitation Agency fees.

The applicant provided a simple layout that shows how an 80 unit (600 sq. ft. unit size) project could fit (see [Figure 15](#) below). This assumes mostly two-story units. If some are constructed at a three-story height, the units could easily be made a little bigger to accommodate some two and/or three-bedroom units (at the Planning Commission's recommendation). This cost estimate is on the conservative side and comes out to around \$165K per unit (which does not include marketing and sales). Financed at 6% for 25 years, the monthly payment would be approximately \$1,061 per unit which appears to be within the market range of what the units could be rented for plus a margin of profit. Based on these roughly estimated numbers, it appears that a market-rate project could be constructed at a profit without any subsidies.

Figure 15. Construction Cost Estimate, SCO Planning and Engineering, February 2015

JOERGER RANCH ROAD AND INFRASTRUCTURE IMPROVEMENTS Workforce Housing Units (80) PRELIMINARY OPINION OF PROBABLE CONSTRUCTION, DESIGN & ENTITLEMENT COSTS							
ITEM	NOTE	ITEM DESCRIPTION	QTY.	UNIT	ITEM PRICE	PER UNIT PRICE	TOTAL PRICE
1.		<u>Development Costs</u>					
a.		Land Purchase Cost	174,240	sf	\$5.00	\$10,890.00	\$871,200.00
b.		Building Costs (foundation, Structure)	600	sf	\$175.00	\$105,000.00	\$8,400,000.00
c.		Onsite Utilities/Storm Drainage	981	lf	\$250.00	\$3,065.63	\$245,250.00
d.		Parking (Grading, Paving, Base)	47,521	sf	\$3.25	\$1,930.54	\$154,443.25
e.		Sidewalk / Concrete Flatwork	7,421	sf	\$5.00	\$463.81	\$37,105.00
f.		Concrete Curb & Gutter	1,281	lf	\$28.00	\$448.35	\$35,868.00
g.		Landscaping	28,000	sf	\$2.50	\$875.00	\$70,000.00
h.		Access Road & Utilities	468	lf	\$385.00	\$2,252.25	\$180,180.00
i.		Entitlements / Processing	1	ls	\$25,000.00	\$312.50	\$25,000.00
j.		Architectural Design Fee	1	ls	\$72,000.00	\$900.00	\$72,000.00
k.		Civil Design Fee	1	ls	\$48,000.00	\$600.00	\$48,000.00
		Subtotal -Offsite Infrastructure Improvements:				\$126,738.08	\$10,139,046.25
		15% Omissions and Contingencies:				\$19,010.71	\$1,520,857
		15% Developer Profit				\$19,010.71	\$1,520,857
		Total Probable Construction/Design/Entitlement Costs:				\$164,760	\$13,180,760

Figure 16. RMW-20 Housing Project Concept, SCO
Planning and Engineering, February 2015



Town Council Affordable Housing Program Alternatives

With the additional information provided above, the Town Council has several options that could be considered in-lieu of or in addition to the currently proposed affordable housing program contained in the March 2015 Joerger Ranch Specific Plan. These include:

1. Require compliance with the Development Code. Under this option, projects would be reviewed on a project-by-project basis and the Specific Plan would be modified to remove existing housing policy language and add references to compliance with Development Code requirements.
2. Require payment of an in-lieu fee based on Table 3 above.
3. Require payment of an in-lieu fee based on Table 4 above.
4. Require payment of building permit fees (note this includes all fees required to be paid before issuance of a building permit including impact fees and other agency fees) based on Table 5 above.
5. Approve the Planning Commission's recommendation to allow for housing units up to 1,000 sq. ft. in size (at some percentage of the total) with a mix of studio, one-, two-, and three-bedroom units.
6. Require donation of 4.0 acres of RMW-20-zoned land to the Town of Truckee. The land could be deeded to a housing developer at no cost following completion of workforce housing project construction.
7. Approve the Planning Commission's recommendation to require that development of the workforce housing occur prior to 50 percent buildout (or other percentage) of the Specific Plan Area.
8. Approve the Planning Commission's recommendation to limit building height to 35-feet.
9. Require higher or lower density or more or less land in the Multi-Family Residential RMW-20 zoning district.
10. Make no modifications to the currently proposed affordable housing program.
11. Refer the affordable housing program back to the Planning Commission for adoption. This would include specific direction from the Town Council.
12. Adopt a combination of the above-mentioned alternatives.



It is staff's opinion that there are not enough alternatives to single-family dwellings to support small household sizes, single households or those looking for small and/or attached units or long-term rentals. By nature of being a popular tourist destination there is constant pressure from the second home and vacation rental markets which drive up price and limit unit availability; there is market demand for small, affordable units. By nature of their small size and the product type, these units would be appealing to a variety of households that are currently unable to find housing in Truckee or are living with multiple households in single-family homes or are commuting



from other areas. Based on the findings of this additional research requested by the Planning Commission, staff believes that a market-based product with small unit sizes and built-in incentives is the creative approach needed to ensure a timely, successful and, most importantly, affordable housing type that is much needed in Truckee. The Planning Commission's recommendation would further support the construction of units.

In support of the Planning Commission's recommendation, the following workforce housing alternative should be considered by the Town Council:

Planning Commission Workforce Housing Recommendation

1. Require that foundations are installed for a minimum 72 unit workforce housing project within the RMW-20 zone prior to buildout of 40% of the Joerger Ranch Specific Plan Area (a maximum of 181,645 sq. ft.). This would allow for development to occur within the BIZ zone or the CR zone or in all of the remaining zones at 0.25 Floor Area Ratio before the workforce housing would need to be constructed.
2. Prohibit the issuance of building permits once a total of 181,645 sq. ft. has been constructed if foundations have not been installed for the workforce housing project.
3. All for up to 30% of the total workforce housing units to be 1,000 sq. ft. with no limitations on the number of bedrooms; require that the remaining units be a mix of studio, one-, and two-bedroom units.
4. Restrict building height to 35-feet.
5. Require payment of workforce housing in-lieu fees consistent with Table 4 above (total cost of \$859,252). These fees would be required to be paid prior to issuance of temporary occupancy for the first building within each zoning district identified in Table 4.
6. Maintain all other workforce housing requirements as stated in the March 2015 Joerger Ranch Specific Plan.

Environmental Impact Report

A Draft Environmental Impact Report (Draft EIR) and Response to Comments document (Final EIR) was prepared for the proposed Joerger Ranch Specific Plan project. This EIR is defined as a Project EIR (California Environmental Quality Act Section 15161) meaning that it examines all phases of the project including planning, construction/infrastructure and operation/permitting. The Project EIR approach is appropriate for the Joerger Ranch Specific Plan because it allows comprehensive consideration of the reasonably anticipated future specific plan area buildout.

The California Environmental Quality Act (CEQA) requires the preparation of and EIR prior to approving any project that may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or reasonably foreseeable indirect physical change in the environment. It is the role of an EIR to disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not be to significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

The Town of Truckee, as the lead agency, has prepared an EIR to provide the public and responsible

and trustee agencies with an objective analysis of the potential environmental impacts resulting from construction and operation of the Joerger Ranch Specific Plan (PC-3). The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

The Draft EIR was routed to state agencies through the State of California's Office of Planning and Research State Clearinghouse. The State Clearinghouse comment period ended October 29, 2013 and 26 written Draft EIR comments were received. The response to these comments were published in the response to comments document (the Joerger Ranch Final EIR) dated January 2015. The Draft EIR together with the response to comments document make up the Final EIR. Notification of the Planning Commission's intent to forward a recommendation on the Draft Joerger Ranch Specific Plan and the Final EIR to the Town Council was published in the Sierra Sun and mailed to property owners within 500+ feet/applicable special districts/utilities/organizations/Draft EIR commenters on January 9, 2015.

The Draft EIR was prepared to evaluate the potential environmental impacts of the Joerger Ranch Specific Plan. The following environmental topics are addressed in the draft:

- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Geology, Soils and Minerals
- Greenhouses Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use, Population and Housing
- Noise and Vibration
- Public Services and Recreation
- Transportation and Circulation
- Utilities
- Visual and Aesthetic Resources
- Cumulative Setting, Growth-Inducing Effects, Significant and Unavoidable Impacts
- Alternatives

What is the Difference Between a Draft EIR and a Final EIR?

The purpose of a draft EIR is to assess/disclose potential environmental impacts based on the best available information at the time the draft EIR is prepared. The draft EIR is distributed to State and local agencies and to the general public for review and comment for 45 days. Once the public comments have been incorporated and appropriate changes or corrections are made the EIR is considered "final". Therefore, the final EIR includes responses to comments made on the draft EIR, copies of the comments letters received, and any corrections, revisions, additional mitigation, etc. A final EIR does not include the entire text of the draft EIR, only the changes. The responses need only address comments on the quality or adequacy of the EIR and not project merits such as whether or not a land use is needed. However, when comments dispute the conclusions or offer alternative recommendations to the draft EIR, the lead agency must explain, in detail, why it disagrees in the response to comments (I.e., the final EIR).

EIR Findings

The September 2013 Joerger Ranch Draft EIR concludes that all potential environmental impacts can be reduced to a less-than significant impact level with the incorporation of mitigation measures with the exception of project-associated air quality impacts. Project-level operational emissions, which include area source (natural gas fuel combustion, hearth/landscape fuel combustion, consumer products, architectural coatings), energy consumption and mobile source emissions (vehicles) that would result from operations of the contribute to increases in emissions of ozone-precursor pollutants and particulate matter in exceedance project would of Northern Sierra Air Quality Management District (NSAQMD) thresholds. Therefore the Draft EIR concludes that there are **Significant and Unavoidable** project-induced air quality impacts meaning the impact cannot be avoided because there are not feasible mitigation measure available/feasible mitigation would not reduce the impact to a less-than-significant level.

In order to approve a project with significant, unavoidable impacts, the Town Council (final decision maker) must prepare a **Statement of Overriding Considerations**. The Statement of Overriding Consideration is a written document that identifies the specific reasons why the benefits of a project outweigh its significant environmental impacts. A draft is included in Attachment #1E.

General Plan Consistency

One of the Town Council's most fundamental roles is policy analysis/ensuring General Plan consistency. Policy analysis often requires balancing several, sometimes competing, policies to achieve the objectives outlined in the General Plan and ultimately, what is in the community's interest. Generally speaking, certain policies are not more important than others nor do they have greater weight when determining General Plan consistency.

The 2025 General Plan contains numerous policies which are relevant to the Joerger Ranch Specific Plan. An exhaustive General Plan consistency matrix was prepared as part of the April 2012 Draft Joerger Ranch Specific Plan and an updated copy of the consistency matrix is included in the March 2015 Specific Plan as Appendix A. Click the link to view the [General Plan Consistency Matrix](#). The policy matrix provides an analysis of each General Plan Land Use Element guiding principle/goal/policy/action and project consistency. To summarize, the General Plan designates Joerger Ranch as a "Planned Community Area" and provides direction on PC-3 as an area appropriate for future commercial and industrial land uses. Allowed and uses include commercial, industrial, and high-density residential. The density/intensity is identified as an average floor-area-ratio of 0.2. Residential uses are allowed at a maximum density of 12 dwelling units per acre (for the Specific Plan Area). The following policies are included in the General Plan Land Use Element to guide PC-3 development:

PC3-P1—Development allowed on the site will be a range of commercial, industrial and residential uses. Services for employees, such as day care facilities and food sales, shall be encouraged.

PC3-P2—The Specific Plan shall include design standards to provide for architectural consistency of development on the site, in accordance with the Town of Truckee design guidelines.

PC3-P3—Site design shall consider appropriate access to Highway 267, via Brockway Road and Soaring Way, and shall minimize visual impacts from the Highway 267 corridor.

PC3-P4—The Specific Plan shall include standards for the design of retail shopping areas that avoid "strip commercial" site layout, and that are oriented and scaled to the pedestrian realm.

PC3-P5—Specific Plan design standards shall include requirements for parking areas which promote attractive streetscapes, recognize the need for snow storage and removal, and reduce the visual impacts of large,

unscreened parking lots through distributed landscaping, landscaped berms and other measures. Parking shall be provided in accordance with the Town of Truckee Design Guidelines.

PC3-P6—The Specific Plan shall include provisions for supplying, onsite, the required housing for 50 percent of the very-low, low- and moderate-income workforce associated with development of the site. If land use or noise compatibility requirements of the Airport Land Use Compatibility Plan preclude or reduce the total amount of housing that can be developed on PC-3, required workforce housing may be permitted to be located off-site.

PC3-P7—All development on PC-3 shall support community character goals and policies for the Brockway Road Corridor.

PC3-P8—Ensure that the mix of land uses in the PC-3 Specific Plan will generate an amount of traffic that, in addition to buildout of the General Plan (considering all planned circulation improvements), would not result in the need for four lanes on Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection.

Both staff and the Planning Commission found the proposed Specific Plan and associated Zoning Map Amendments and Phase I Tentative Map to be consistent with the General Plan with the incorporation of project mitigation measures and recommended conditions of approval. Where applicable, General Plan goals and policies have been incorporated into the Draft Joerger Ranch Specific Plan to further ensure consistency.

Public Comment Summary

Throughout the evolution of the Draft Joerger Ranch Specific Plan, there have been several reoccurring public comment themes. Below is a brief discussion of these issues and the Planning Commission's recommendation:

- Land Use Compatibility — As previously discussed in the “Zoning and Land Use” section of this staff report, creating a balanced land use plan has been a work in progress. The Specific Plan evolution led to several different zoning maps and lists of allowed uses. The remaining land use compatibility issue revolves around the compatibility with existing residential neighborhoods. Several property owners have provided public comment that the intensity/type of proposed development on the west side of Highway 267 is inconsistent with existing neighborhoods. This is further compounded by the conceptual Martis Drive location adjacent to the property line, Planning Commission support of Martis Drive as a connected road and concern with airport compatibility. The Planning Commission determined that the Specific Plan provides sufficient standards and guidelines to ensure compatibility but did identify that compatibility can be further addressed at the time a project is proposed.
- Competition with Downtown—ensuring that Joerger Ranch supports but does not compete with Downtown is one of the primary specific plan goals. The 2010 Bay Area Economics economic evaluation provided the background information necessary to create a specialized land use plan. The Planning Commission provided input during several workshops on the appropriateness of various land uses both to address competition and to avoid the potential for a strip shopping centers/development that would be inconsistent with Truckee's character. The Planning Commission determined that the proposed land use mix and zoning would provide the opportunity to attract businesses that would be different than those interested in Downtown; therefore no additional economic analysis or further consideration of land use is needed.

- Martis Drive Connection— As previously discussed in the “Zoning and Land Use” section of this staff report, several adjacent residents have asked that Martis Drive not be a through road and that the road be relocated east of the BIZ/RMW-20 zones. The Planning Commission determined that for General Plan consistency and to create connectivity, Martis Road should be maintained as an unrestricted access/through road.
- Tree Preservation/Views Along Highway 267—Aesthetics has been one of the most significant issues raised through public comment. The idea of seeing auto sales and fast food restaurants along Highway 267 created concern about the appropriateness/density/intensity of development that could occur. As the Specific Plan evolved, comments about tree preservation became more focused on preserving existing large tree stands—particularly in areas where trees provide buffers between uses. With the creation of approximately 20 acres of open space along Highway 267, comments about views along Highway 267 shifted to the preservation of views from the Ponderosa Golf Course and adjacent neighborhoods. The Joerger Ranch Specific Plan Area is unique in that it encompasses the four corners of a State Highway and provides a well-traveled entrance to the Downtown. The construction of the Bypass created an elevated road section that places portions of the Specific Plan Area below grade. Portions of the site are also void of trees which contributes to the open feel of the area. Commenters felt that inappropriate development would destroy the character of this section of Town. The Planning Commission determined that the Draft Specific Plan provides sufficient tree and view protection through development standards, design guidelines and preservation of large areas of open space along Highway 267 in perpetuity; no modifications to the plan were recommended with the exception of the open space restrictions previously discussed.

Local Agency Comment

Several local agencies submitted comment on the Joerger Ranch Draft EIR, including the Truckee Sanitary District, Truckee Tahoe Sanitation Agency, Truckee Donner Public Utility District, Caltrans, and the Lahontan Regional Water Quality Control Board. No objections were filed. Agency conditions of approval are included in Resolution No. 2015-09. Click the link to view: [Resolution No. 2015-09](#). Click the link to view: [Draft EIR Comments](#).

PUBLIC NOTICING

Notification of the Town Council's intent to take action on the March 2015 Draft Joerger Ranch Specific Plan and the Final EIR was published in the Sierra Sun and mailed to property owners within 500+ feet/applicable special districts/utilities/organizations/Draft EIR commenters on March 13, 2015. Notification of the meeting was also covered on KTKE radio under the community calendar and posted as part of the regular Town Council agenda notification.

STAFF RECOMMENDATION

The Joerger Ranch Specific Plan provides the opportunity to implement key economic development strategies including economic diversification and Truckee River Corridor enhancement/business relocation. It is staff's opinion that the January 2015 Draft Joerger Ranch Specific Plan balances open space and economic development objectives while creating the opportunity to locate jobs and workforce housing in a key location along the Brockway Road and Highway 267 corridors. The Specific Plan includes goals, policies, zoning districts, development standards and guidelines that are to unique Joerger Ranch and its gateway location.

To summarize, the Town Council should consider and discuss these Specific Plan topics in the context of General Plan consistency and appropriateness for the Joerger Ranch Specific Plan Area.







Key Topics for Town Council Consideration:

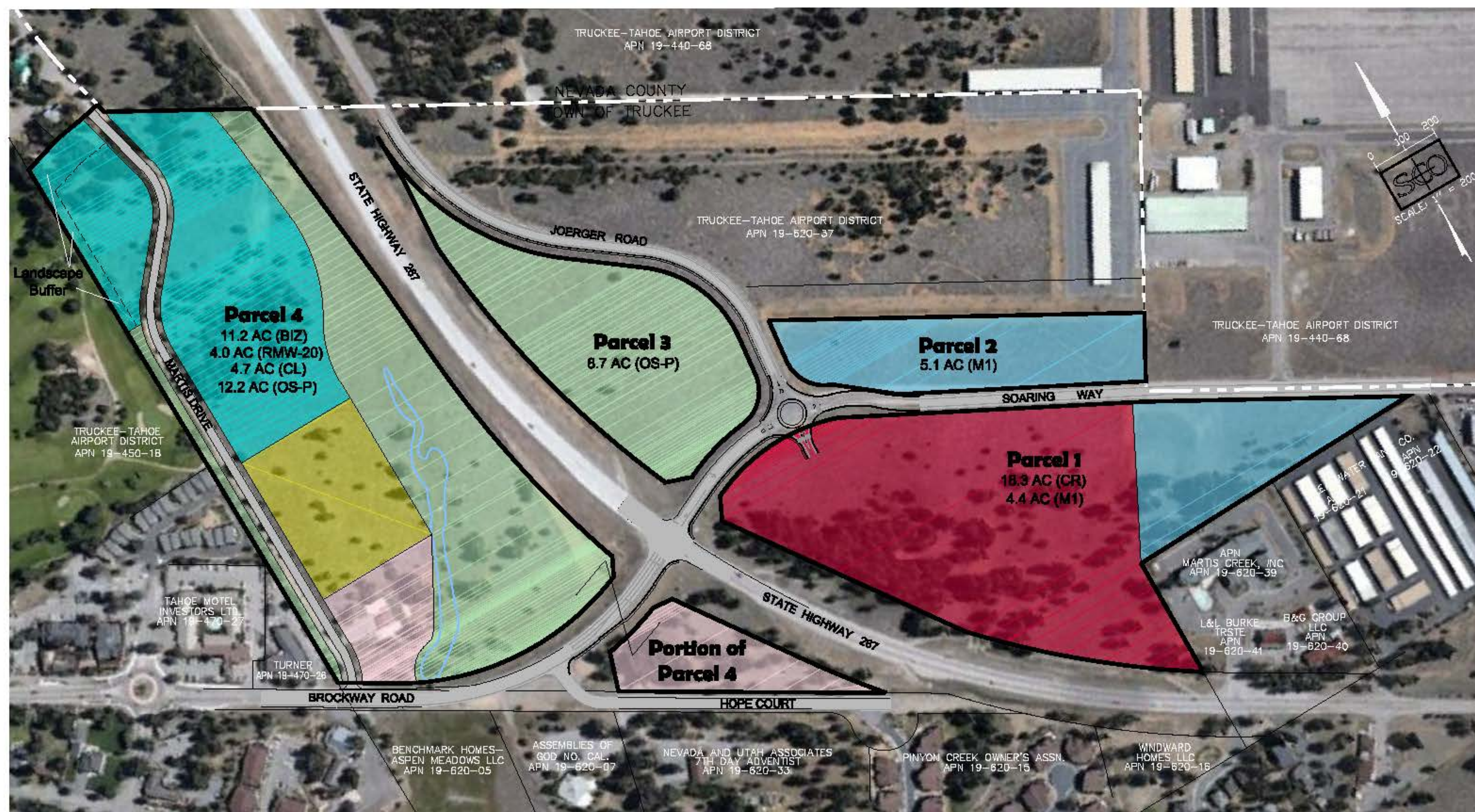
1. General Plan consistency
2. Truckee Tahoe Airport land Use Compatibility Plan consistency
3. Zoning—amount and type
4. Allowed land uses by zone
5. Business Innovation Zone (BIZ) zone allowed uses and compatibility with adjacent residential neighborhoods
6. Full, unrestricted connection of Martis Drive
7. Affordable Housing Program
8. Targeted land uses and incentives for Truckee River Corridor/Historic Preservation (HP-) Overlay District business relocation
9. Economic benefits/impacts
10. CR zone shopping center potential including larger scale retailers
11. Infrastructure phasing and implementation including drainage

ATTACHMENTS

1. [Town Council Resolution 2015-09](#)
 - A. [March 2015 Draft Joerger Ranch Specific Plan](#)
 - B. [March 2015 Draft Joerger Ranch Specific Plan Conditions of Approval and Revisions](#)
 - C. [March 2015 Draft Joerger Ranch Specific Plan Findings](#)
2. [Town Council Resolution 2015-10](#)
 - A. [Revisions to Final Environmental Impact Report](#)
 - B. [Final Mitigation Monitoring and Reporting Program \(MMRP\) including Planning Commission Revision to Mitigation Measure 3.1-1F.](#)
 - C. [August 2014 Joerger Ranch Final Environmental Impact Report \(Final EIR\) including Errata and Mitigation Monitoring and Reporting Program \(MMRP\)](#)
 - D. [September 2013 Joerger Ranch Environmental Impact Report \(Draft EIR\)](#)
 - E. [Findings including California Environmental Quality Act \(CEQA\) Findings of Fact and Statement of Overriding Considerations](#)
3. [Town Council Resolution 2015-11](#)
 - A. [Phase I Joerger Ranch Tentative Map](#)
 - B. [Phase I Joerger Ranch Tentative Map Conditions of Approval](#)
 - C. [Phase I Joerger Ranch Tentative Map Findings](#)
4. [Town Council Ordinance 2015-03](#)
 - A. [Zoning Map Amendments](#)
 - B. [Zoning Map Legend Amendments](#)
5. [Public Comment](#)
6. [Public Review Draft PC-3 Economic Evaluation—Preliminary Land Use Assessment Opportunity, Bay Area Economics, August 6, 2010](#)
7. [January 20, 2015 Planning Commission Meeting Minutes \(Draft\)](#)
8. [January 20, 2015 Planning Commission Staff Report](#) – Including:
 - A. [November 18, 2014 Planning Commission Meeting Minutes](#)
 - B. [November 18, 2014 Planning Commission Staff Report](#)
 - C. [July 29, 2014 Planning Commission Meeting Minutes](#)

- D. [July 29, 2014 Planning Commission Staff Report](#)
- E. [February 18, 2014 Planning Commission Meeting Minutes](#)
- F. [February 18, 2014 Planning Commission Staff Report](#)
- G. [February 22, 2012 Town Council Meeting Minutes](#)
- H. [February 22, 2012 Town Council Staff Report](#)

PROPOSED ZONING STATISTICS		
JOERGER RANCH - PC-3 ZONING DESIGNATION		DENSITY
 REGIONAL COMMERCIAL (CR)	18.3 AC.	FLOOR AREA RATIO/FAR 0.25
 LIFESTYLE COMMERCIAL (CL)	4.7 AC.	FLOOR AREA RATIO/FAR 0.25
 MANUFACTURING / INDUSTRIAL (M1)	9.5 AC.	FLOOR AREA RATIO/FAR 0.25
 BUSINESS INNOVATION ZONE (BIZ)	11.2 AC.	FLOOR AREA RATIO/FAR 0.25
 MULTI-FAMILY RESIDENTIAL (RMW-20)	4.0 AC.	20 UNITS/ACRE
 OPEN SPACE (OS-P)	20.9 AC.	NA
TOTAL:		66.6 AC.



PC-3 / JOERGER RANCH
TENTATIVE MAP EXHIBIT
EXHIBIT C

TOWN OF TRUCKEE

CALIFORNIA

DESIGNED: REW
DRAWN: REW
PROJ. NO: 200905
DWG: 200905-Tant2.dwg
DATE: December, 2014



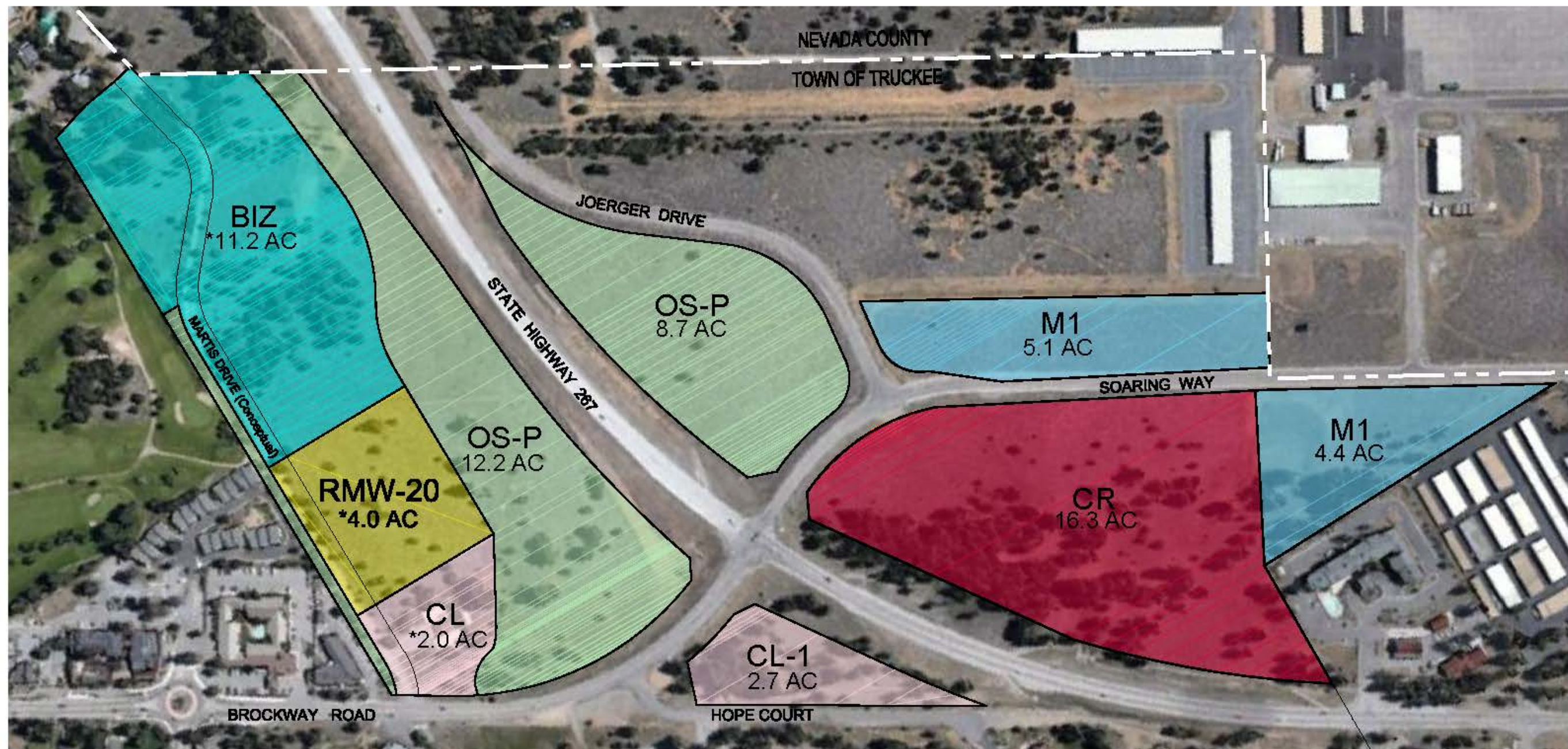
PROPOSED ZONING STATISTICS

JOERGER RANCH - PC-3 ZONING DESIGNATION	ACREAGE	MAX. DENSITY
REGIONAL COMMERCIAL (CR)	16.3 AC.	0.25 FAR
LIFESTYLE COMMERCIAL (CL)	4.7 AC.	0.25 FAR
MANUFACTURING / INDUSTRIAL (M1)	9.5 AC	0.25 FAR
BUSINESS INNOVATION ZONE (BIZ)	11.2 AC	0.25 FAR
MULTI-FAMILY RESIDENTIAL (RMW-20)	4.0 AC	20 UNITS / ACRE
OPEN SPACE (OS-P)	20.9 AC	N/A
TOTAL:	66.6 AC.	

Proposed Zoning Exhibit

January, 2015

*Martis Drive is conceptually located and the area within proposed Martis Drive right-of-way is excluded from the total acreages.



3.1

Open Space Preservation

Strategic Directive:

Enhance the Airport District's benefit to community residents and taxpayers by participating in opportunities to acquire and maintain open space lands which have some nexus with the airport, as they become available and as funding allows.

Objective 1

If not required for maintenance of District assets, a portion of tax revenue will be budgeted each year for possible open space acquisition participation. Budgeted but unused open space funds will be accrued.

Objective 2

The District will select open space lands which have a direct benefit:

- To airport operations safety,
- By preventing or reducing noise and annoyance from aircraft using the airport for those living in proximity to our approach and departure flight paths.

While other community benefits may exist from potential open space opportunities, those listed above will be our primary decision criteria.

Objective 3

The District will budget annually for land maintenance commitments for property owned by the District and use best management practices to preserve and maintain open space assets. Typically the District does not participate in management or maintenance costs for property not directly owned by the District.

Supporters of Truckee Tahoe Airport District's purchase of the western portion of the Joerger Ranch
Specific Plan PC-3 property:

Pilots

Tom Specht
Tony Lizarraga
Rob Lober
Todd Lowe
Janet Lowe
Robert Bousquet
Dr. BJ Yuke Miller
Craig Miller
Jack Armstrong
Peter Valchev
Jeff Fay
Renee Bodman
Rene Robert
Dave Tranquilla
Bob Horvath
Fred Zapponi
Elise Fett
Don Bennett
Charlie White
Diane White
Bo Ellis
Randall Sosnick
Janna Drew
Alanna McClellan
Elizabeth Collins
Curtis Crooks
Sandy Korth
Jim Halvorson
Matt Paxton
David Love
Patrick McDonough
Tom Meadows
Lynn Meadows
Leigh Golden
Ken Gerhards
Laurel Lippert
Tom Lippert
Deborah Ross
Vince Bruno
Rick Tavan
Diane White
Denise Koval

Neighbors, Family of Pilots, Clients of NetJets

David & Ann Beres
Jessica Fay
Scott & Tatjana Bennett
Mo Mailhot
Allan & Pat Boscacci
Kurt Winter
Kip Wixson
Liz Sheppard
Mo Horvath
Chelsea & Steven Roth
Justin & Amy Horvath
Sherry and Jean Selwood
Diane White
Sarah Kane
Bryan Biochowiak
Eric & Kelley Sandel
John & Ellen Shields
Kaye Halvorson
Susan Bruno
Kris Paxton
Judy Howes
Eric Gross
Audrey Weed
Randy Huang
David Stern
Yan Gu
Hong Li
Elizabeth Lee
Joyce & Paul Dorsey
Gary Highland
Sarah Deardorf