

MEETING DATE: January 12, 2016 (Continued from December 22, 2015)

TO: Honorable Mayor and Council Members

FROM: Jenna Endres, Senior Planner *JE* *[Signature]*

SUBJECT: Update on Truckee-Tahoe Airport Master Plan and Draft Mitigated Negative Declaration and Request to Initiate the Process of Submitting A Sphere of Influence Amendment Application to the Nevada County Local Agency Formation Commission

APPROVED BY *[Signature]*
Tony Lashbrook, Town Manager

RECOMMENDATION: That the Town Council receive an update on the Truckee-Tahoe Airport Master Plan (Master Plan) and authorize the Town Manager to initiate the process to submit an application to the Nevada County Local Agency Formation Commission (LAFCo) to amend the Town's sphere of influence to include all lands identified for non-aviation uses within the Master Plan.

DISCUSSION: The Truckee-Tahoe Airport District (TTAD) is currently in the process of adopting an updated Master Plan for the airport. This document outlines the facilities and land use plan for the District over the next ten years. In accordance with CEQA, the District has also prepared a Draft Mitigated Negative Declaration (MND) which analyzes the environmental impacts associated with implementation of the Master Plan. The Master Plan identifies several areas within the airport which are planned for non-aviation uses. This includes approximately 17 acres adjacent to Soaring Way and Airport Way (including the new Clear Capital site) and 52 acres north of runway 11-29 near Joerger Drive. These areas are the focus of the Town's interest in amending the existing sphere of influence.

Additionally, the Airport Board has recently received requests to consider a lease agreement to allow development of a 35,000 retail (grocery) store on Soaring Way at Aviation Way. In reviewing this matter at a recent Airport Board meeting of December 2, 2015, significant discussion occurred regarding the potential for non-aviation related uses on this site as well as some consideration of the "North 40" – the acreage off of Joerger Drive. As this area has not been actively considered for non-aviation development in the past, or analyzed for potential impacts, we believe that it would be in the community's interest to enter into discussions with the Airport District as part of a sphere amendment application.

With an amended sphere, the Town would be in a position to annex this area with concurrence of the Airport District and ensure that the urban pattern of development that has been envisioned by the Town's General Plan supports the interests of the Airport District as they consider non-aviation development property currently adjacent to the Town limits. The sphere amendment request would include proposed General Plan land use designations which would be developed with Airport District

and community input. LAFCo ultimately approves all sphere of influence amendment requests; and the Town would modify its General Plan to reflect the modified sphere.

Background

In 1997, the Town and the TTAD entered into a Memorandum of Understanding (MOU) which acknowledged the mutual interest of ongoing cooperation related to Town and TTAD projects. The MOU also stipulated that the Town would not move forward with including the airport into the Town's sphere of influence and that any future annexation of TTAD land would require a cooperative effort between the parties. Lastly, the MOU stated that the TTAD would coordinate and consult with the Town in a future update to the Airport Master Plan.

In keeping with the spirit of the 1997 MOU, the Town has been involved in the current Master Plan. The Town submitted a July 2014 comment letter acknowledging the TTAD's efforts to develop a plan which reflects the values and desires of the region and that it would serve as a comprehensive long-range plan for the future of the airport. The letter also stated the Town's interest in working collaboratively with the TTAD for the areas planned for non-aviation uses and reiterated the Town's position that commercial and industrial uses proposed for airport lands should be considered for inclusion into the Town sphere of influence as adopted by LAFCo.

Update on Master Plan

In July 2015, the TTAD released the latest Master Plan, which is an update to the 1998 Plan. Within the Plan are exhibits titled "Airport Layout Plan". These identify a number of different future uses, including several areas which include non-aviation uses. According to airport staff, the property located adjacent to Soaring Way—Block B—is planned for the future Clear Capital building, commercial and industrial/warehousing uses. The Master Plan provides little detail regarding these potential non-aviation related uses. The Airport Board has indicated an interest in preparing a more detailed land use plan in the future for this property. Further, the District has recently issued a Request for Proposals (RFP) for Non-Aeronautical Land Leasing Opportunities for public or private development within airport lands (Attachment 2). These proposals are due in January 2016. The 52 acre property—Block F—is not discussed in significant detail, so it is unclear what the proposed uses of this site could be in the future. Figure 1 identifies each block along with the respective acreage.

Figure 1: Airport Land Use

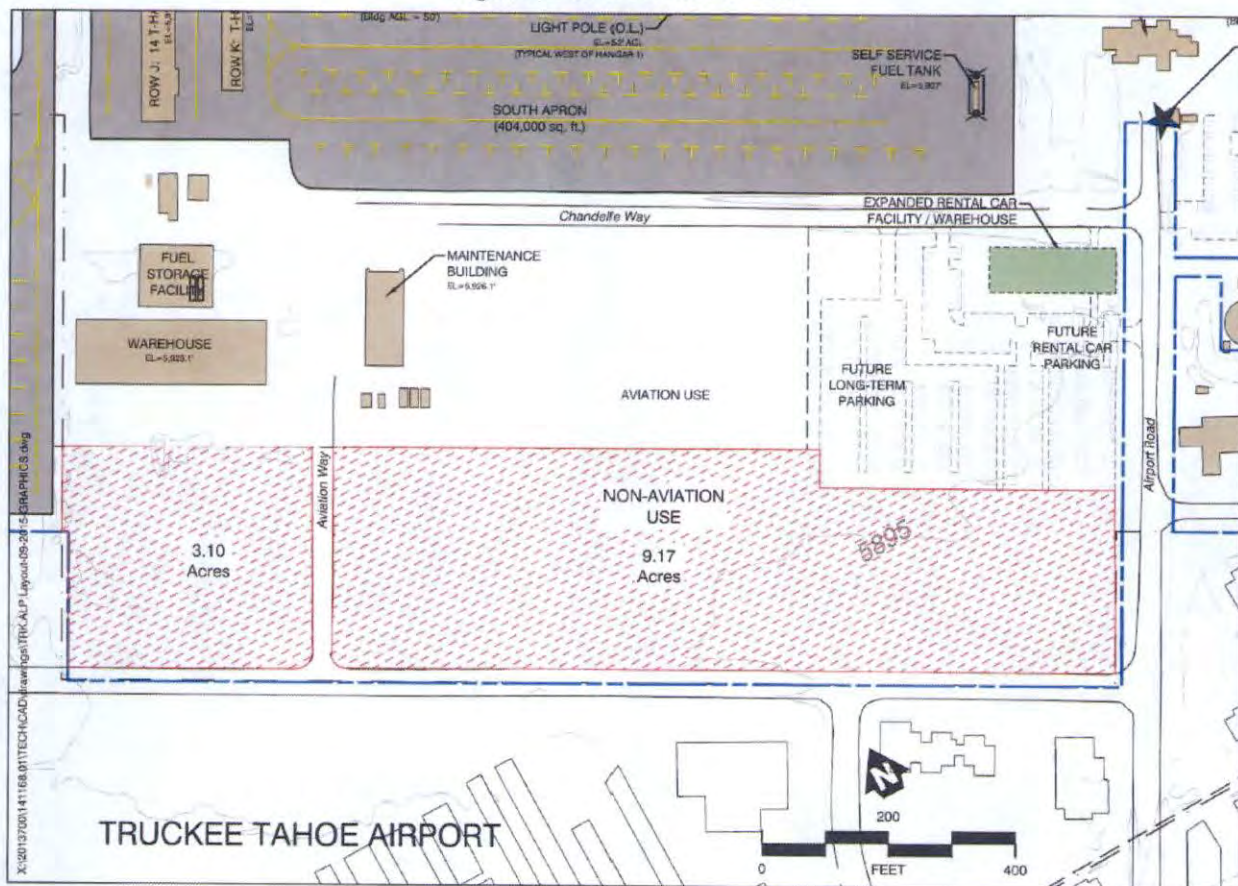


Table 4-3 lists the apparent development opportunities for each block together with the constraints and other design factors affecting the realization of those opportunities. According to this analysis, there are a number of constraints within the Block F property such that the suitability of this site for non-aviation uses is limited.

BLOCK	LOCATION	POSITIVE FEATURES	DEVELOPMENT CONSTRAINTS
A	Existing core area aviation facilities (67.2 acres)	<ul style="list-style-type: none"> ▪ Excellent taxiway and road access ▪ Utilities available ▪ Continue as focal area for visitors by air and ground ▪ Primary area for based aircraft hangars and apron ▪ Existing FBO facilities 	<ul style="list-style-type: none"> ▪ Limited apron width on east end can restrict movement of some aircraft ▪ Minimal vacant land for FBO expansion and other facilities due to need for apron parking during peak operation times and snow storage during winter months
B	Adjacent to West Ramp (22.5 acres)	<ul style="list-style-type: none"> ▪ Location well-suited to extension of core aviation area (Block A) ▪ Soaring Way frontage suitable for nonaviation ▪ High-visibility site next to main airport entrance road ▪ Utilities already provided to site ▪ Flat site 	<ul style="list-style-type: none"> ▪ Existing functions on all sides limits expansion ▪ Competing potential uses, aviation and nonaviation ▪ FAA release required for nonaviation use
C	Southwest corner (35.9 acres)	<ul style="list-style-type: none"> ▪ Potential extension of existing core aviation area ▪ Suitable for nonaviation uses ▪ Good airfield access to eastern portion ▪ Good road access ▪ Utilities nearby, but not adjacent ▪ Flat site 	<ul style="list-style-type: none"> ▪ Taxiway extension needed for access to western half of site ▪ Existing hangar limits aircraft access to south side of area ▪ Utility extensions required ▪ Competing potential uses, aviation and nonaviation ▪ Safety-related compatibility constraints due to proximity to runway end (more so if Runway 11 approach end moved eastward) ▪ Soaring Way frontage not currently airport owned
D	Upper north side (55.6 acres)	<ul style="list-style-type: none"> ▪ Adjacent to primary runway ▪ Taxiway access on east edge ▪ Generally flat terrain 	<ul style="list-style-type: none"> ▪ Parallel taxiway required on south side for aviation use ▪ Difficult to provide road access ▪ No utilities ▪ West end not currently owned by Airport ▪ FAA release required for non-aviation use
E	North bluff (33.8 acres)	<ul style="list-style-type: none"> ▪ Separates airport from adjacent property 	<ul style="list-style-type: none"> ▪ Steep, wooded terrain, not suitable for development
F	Lower north side (North 40) (52.2 acres)	<ul style="list-style-type: none"> ▪ Generally flat terrain with minimal vegetation 	<ul style="list-style-type: none"> ▪ 100-foot elevation difference from airfield makes site unsuitable for aviation use ▪ Not adjacent to public road (1,000 feet across non-airport property to Joerger Drive) ▪ Access easement limitations ▪ No utilities
G	Northeast corner (64.4 acres)	<ul style="list-style-type: none"> ▪ Western side currently used for sailplane activities ▪ Adjacent to parallel taxiway for secondary runway ▪ Road access on eastern edge ▪ Generally flat terrain with minimal vegetation ▪ Undeveloped portions potentially suitable for aviation and nonaviation uses 	<ul style="list-style-type: none"> ▪ Distant from core aviation area ▪ Lengthy road access from Hwy 267 ▪ Martis Dam Road not open year-round ▪ Limited utilities ▪ FAA release required for non-aviation use
H	East side (284.7 acres)	<ul style="list-style-type: none"> ▪ Edges of area adjacent to parallel taxiways ▪ Road access on south and east sides ▪ Highly visible from adjacent roads ▪ Largest contiguous block of undeveloped land on airport ▪ Generally flat terrain with minimal vegetation 	<ul style="list-style-type: none"> ▪ Partly within runway approach ▪ Limited utilities availability on edges only ▪ Wetlands south of Runway 29 approach end and east of Runway 2 approach end
I	Runway 2 Approach and Hwy 267 (27.7 acres)	<ul style="list-style-type: none"> ▪ Highly visible site adjacent to Hwy 267 and airport access road ▪ Utilities available along roads ▪ Suitable for nonaviation use 	<ul style="list-style-type: none"> ▪ Triangular shape with taxiway access only on one side ▪ Wetlands through center of site ▪ FAA release required for non-aviation use
J	Airport Road / Hwy 267 Intersection (9.9 acres)	<ul style="list-style-type: none"> ▪ Three highly visible sites adjacent to Hwy 267 and airport access road ▪ Utilities available along roads ▪ Suitable for nonaviation use 	<ul style="list-style-type: none"> ▪ Sites are relatively small and odd-shaped.

Figure 2 more clearly shows the Soaring Way/Airport Road property identified for non-aviation uses. While not shaded, the area at the corner of Airport Road and Chandelle Way is also identified for non-aviation use, and is the site of the new Clear Capital building and revised long-term parking.

Figure 2: Non-Aviation Uses



Update on Environmental Review Process

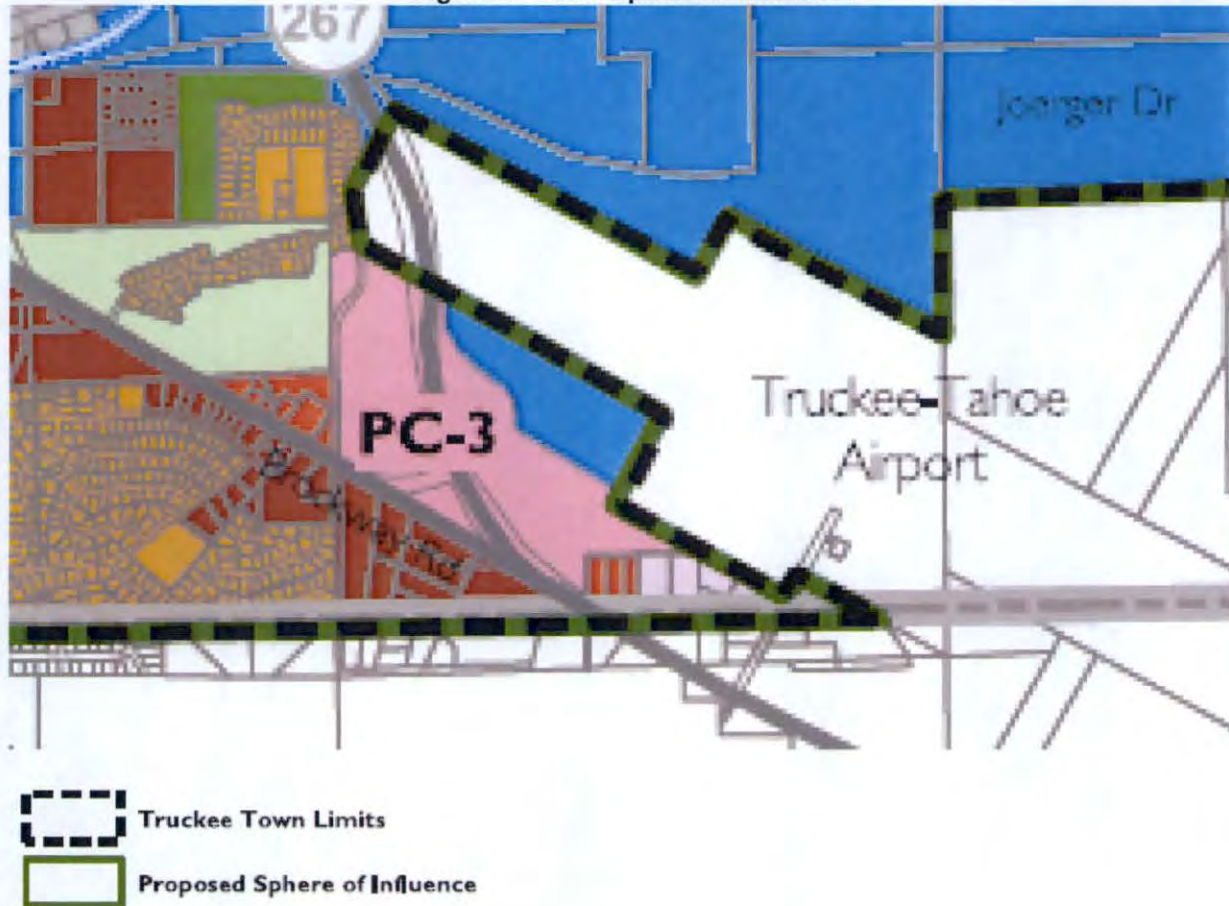
As noted, the draft MND has been prepared to evaluate the environmental impacts associated with implementation of the Master Plan. The TTAD released the draft MND earlier this month for the required 30-day public review period. However, the document was released without identifying any proposed non-aviation uses in the environmental analysis. The TTAD is now in the process of amending the document to include these uses in the analysis, in particular as it relates to traffic impacts associated with non-aviation uses. Once the document has been amended and re-released, staff will conduct a review of the draft MND and will return to the Council with a report on its findings. Airport staff estimates that the Board will be acting on the MND in April 2016.

Sphere of Influence Amendment

Besides its city limits, every city in California has a sphere of influence, which is the term used for the area outside of the city limits that the city expects to annex in future years. The State encourages cities and towns to look beyond their borders when undertaking a comprehensive planning effort like a General Plan. Accordingly, during adoption of the 2025 General Plan the Town established its sphere of influence which was then adopted by the Nevada County LAFCo.

As shown in Figure 3, the Town's adopted sphere of influence (green line) is coterminous with the existing TTAD property boundaries. In this part of Truckee, the Town's boundary line (black dotted line) is also coterminous with the sphere of influence.

Figure 3: Town Sphere of Influence



All areas currently owned by the TTAD are located within Nevada County or Placer County and are not within the Town's existing sphere of influence. As noted earlier, the Master Plan identifies a number of sites within the airport property as being suitable for non-aviation uses. These could include a range of uses typically seen within a municipality, including commercial/retail, industrial/warehousing and professional service uses. Accordingly, the Town has historically taken the position that these uses should fall within the Town's sphere of influence. Because it appears the TTAD is now pursuing the formal designation of non-aviation uses within the Master Plan plan area, staff believes it is prudent to amend the Town's sphere of influence to include these specific areas.

General Plan Policy Framework

The 2025 General Plan provides policy direction regarding the Town's sphere of influence and future annexations. General Plan Goal LU-8 requires that the Town work with adjacent jurisdictions to provide criteria for the timely annexation of property within the Town's proposed sphere of influence for development purposes. The following policies apply:

- Policy 8.3 Encourage in cooperation with Nevada County that development within the sphere of influence, whether annexed in the Town or approved under County jurisdiction, is consistent with the General Plan.

Action 8.2 Develop annexation policies, in collaboration with Nevada County and LAFCo, regarding annexation of property into the Town for municipal services. These policies shall address the following;

- Require that consideration of annexation prior to, or in conjunction with, formal consideration of development proposals so that the appropriate development standards may be applied.
- Planned urban development outside of the Town should be considered the most appropriate for development and annexation to the Town in the following order:
 - Areas within the boundaries of established water and sewer providers and where provisions for services to the properties have been made;
 - Areas within the boundaries of established water and sewer providers and where provisions for services to the properties have not been made;
 - Areas outside of the boundaries of established water and sewer providers.
- The type and level of service provided in areas proposed to be annexed into the Town should be similar to those provided within the existing Town boundaries.
- Annexation of resources lands or sparsely developed areas is generally not appropriate unless done in conjunction with the annexation of development areas

Goal LU-9 states support for development patterns in the Planning Area that do not negatively impact the Town of Truckee, and that enhance the quality of life for residents of Truckee and the wider region. The following policies apply:

- Policy 9.2 Support a limit to new development outside Truckee to an amount which can be accommodated by circulations improvements determined to be appropriate by the Town.
- Policy 9.3 Oppose any development in the Planning Area that would necessitate widening of Highway 267 north of Brockway Road to four lanes.
- Policy 9.4 Support the provision of housing within the Planning Area outside the Town limits to meet demand created by new employment-generating development in these areas.
- Policy 9.8 Support regional cooperation with special districts, and with Nevada and Placer Counties.

The above policies provide a framework for discussions on amending the Town's sphere of influence and the future consideration of annexations. The policies highlight the importance of regional coordination and the Town's interest in addressing the impacts of urban development outside of Town boundaries. Further, the policies underscore the Town's concern that projects with impacts on Town and its resources be evaluated against the Town's land use framework.

Recommended Action

Consistent with the above General Plan policies, staff is recommending that the Council authorize the Town Manager to initiate the process to submit a sphere of influence amendment application to LAFCo. As discussed earlier, the proposed amendment would include all lands which have been identified for non-aviation uses in the Master Plan. Staff is making this recommendation to achieve

Town Council Staff Report
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the following objectives:

- Achieve consistency with the 2025 General Plan Land Use Element policies discussed above;
- Consistent with Nevada County's policy framework, inclusion of these areas within the Town's sphere of influence triggers the application of Town of Truckee policies for review of development projects;
- Maintain regional coordination/cooperation with local partner agencies to ensure comprehensive planning of areas within and adjacent to the Town; and
- The Town would coordinate with the Airport District to recommend appropriate General Plan designations and zoning for the property that would assist in meeting the District's goals for the property and be consistent with the Truckee General Plan

Should the Council move forward with submittal of a sphere of influence application, Town staff is prepared to pursue pre-planning and zoning of these areas. This process would entail both a General Plan Amendment to provide new land use designations and a Development Code zoning map amendment to rezone the areas within the Master Plan. Any future annexation of the property would likely be dependent upon actual development proposals for non-aviation uses.

Coordination with TTAD

This item was originally scheduled for the December 22, 2015 Town Council meeting, but was postponed to the January 12, 2016 meeting at the request of the TTAD Board President (Attachment 3). Town staff has met with TTAD staff regarding the issues of concern.

Any movement on the Town's behalf to amend the existing sphere of influence will involve close coordination and consultation with the TTAD. Town staff is committed to working closely with the District throughout the amendment request process. District staff has indicated that the District Board may look at forming an ad-hoc committee to explore the notion of non-aviation uses on Airport property in greater detail. Town staff will coordinate with District staff to provide ongoing updates on this potential process.

FISCAL IMPACT: Unknown at this time, pending a more complete understanding of LAFCo's sphere of influence amendment process. Likely staff time and application fees will be incurred with this process. The FY 15/16 budget allocated \$10,000 toward the effort.

PUBLIC COMMUNICATIONS: Other than standard noticing of this agenda item, no additional public notice has been provided. Staff has provided a copy of the staff report to the TTAD and has discussed this issue with their staff and members of their Board may times during development of their proposed Master Plan.

ATTACHMENTS:

1. 1997 Memorandum of Understanding between Town and TTAD
2. RFP, Sierra Sun Legal Ad Section, December 16, 2015
3. December 18, 2015 Request for Continuance, TTAD Board of Directors

**MEMORANDUM OF UNDERSTANDING BETWEEN THE TRUCKEE TAHOE
AIRPORT DISTRICT AND THE TOWN OF TRUCKEE**

WHEREAS, the Truckee Tahoe Airport District is a California Special District which operates a unique multi-county regional facility serving general and commercial aviation within Placer and Nevada Counties and shares the same aviation-oriented concerns of other airports in California; and

WHEREAS, the Truckee Tahoe Airport District will be updating and modernizing its Master Plan and desires to cooperate with all interested agencies; and

WHEREAS, the Town of Truckee is an incorporated town existing under the laws of California which serves an area in eastern Nevada County adjacent to the Truckee Tahoe Airport and has recently adopted the Truckee General Plan to regulate development within the boundaries of the Town of Truckee; and

WHEREAS, the County of Nevada is a California county which includes a substantial amount of land located within the boundary of the Truckee Tahoe Airport District and is involved in regulating development within said area; and

WHEREAS, the County of Placer is a California county which includes the majority of the land located within the boundary of the Truckee Tahoe Airport District and is involved in regulating development of land within the immediate area of the airport facility; and

WHEREAS, the County of Placer is the supervising county for the Truckee Tahoe Airport District and is in the process of updating and modernizing the Martis Valley General Plan, which plan has both direct and indirect impacts on all surrounding areas; and

WHEREAS, the parties to this Memorandum of Understanding mutually agree that important issues concerning the Truckee Tahoe Airport regional are best addressed through a comprehensive memorandum of understanding where all parties will have an opportunity to participate in a forum.

THEREFORE, IT IS NOW MUTUALLY AGREED BETWEEN THE TOWN OF TRUCKEE AND THE TRUCKEE TAHOE AIRPORT DISTRICT AS FOLLOWS:

1. In order to facilitate cooperation, insure proper and timely communication between the parties and to provide a mechanism to resolve conflict and respond to opportunities that may arise, the parties agree to periodically meet and discuss issues of common interest, including local development and coordination, present and future needs, present and planned land uses, present and probable need for public facilities and services, present capacity of public facilities and adequacy of public services, and existence of social or economic communities of interest.

2. The Truckee Tahoe Airport District agrees to notify the Town of Truckee of all projects and plans on District property which could impact the Town of Truckee and/or its residents as early as practical in the planning process.

3. The Town of Truckee agrees to notify the Truckee Tahoe Airport District of all projects, plans and code amendments that may impact airport operations as early as practical in the review process.

4. The Town of Truckee and the Truckee Tahoe Airport District agree to pursue and support regional cooperation with the County of Nevada and the County of Placer on issues of mutual interest.

5. The Truckee Tahoe Airport District and the Town of Truckee agree that consideration of including all or a portion of the Airport property into the Town of Truckee Sphere of Influence area is premature and that any future annexation of Truckee Tahoe Airport District land into the Town of Truckee will require a cooperative effort between the parties. The Town of Truckee agrees not to request that the Nevada County LAFCo include all or a portion of Truckee Tahoe Airport District land within the Town of Truckee Sphere of Influence without coordinating and consulting with the Truckee Tahoe Airport District. The Truckee General Plan recognizes the significance of the Airport to Truckee and the region and sets forth policies to avoid incompatible land uses within the Airport Vicinity. The Town of Truckee is committed to working with the Truckee Tahoe Airport District in evaluating future development which could impact Airport operations.

6. The Truckee Tahoe Airport District has identified the need to update the Airport Master Plan which designates future development on Truckee Tahoe Airport District lands. In recognition of the potential benefits and impacts of the Master Plan to the Town of Truckee, the Truckee Tahoe Airport District has expressed an interest in inviting the Town of Truckee to work with the District on the Master Plan, the Truckee Tahoe Airport District agrees to coordinate and consult with the Town of Truckee in the preparation and adoption of an updated Master Plan for the Airport. Prior to updating the Master Plan, the Truckee Tahoe Airport District agrees not to pursue or allow on District lands any significant new development not directly related to Airport operation. Within the context of this section, "significant" means larger than 5,000 sq. ft. of building ground coverage per structure and "directly related to Airport operations" means hangers, tiedowns, runways, taxiways, aircraft maintenance and refueling facilities and District administrative offices, terminal, multipurpose and maintenance facilities. This limitation may be waived with the mutual consent of the Truckee Tahoe Airport District and the Town of Truckee. The Town of Truckee recognizes a currently proposed warehouse facility which the Truckee Tahoe Airport District intends to build and lease to a beverage distributor and other tenants. The Town of Truckee agrees to exclude this project from the limitations of this Memorandum of Understanding. The Town of Truckee further agrees not to object to the project if it can be demonstrated through technical analysis that Truckee General Plan Land Use Policy 3.5 is complied with and that the Eastern Nevada County Design Guidelines are adhered to. This proposed warehouse building is considered a stand alone facility and shall not be considered by

either party as a precedent for future development of the area. The revised Airport Master Plan is recognized as the appropriate planning document to define future uses on the Airport property.

7. The parties to this Memorandum of Understanding agree to develop notification criteria to the satisfaction of all parties. The notification criteria may be modified from time to time. Each party agrees to provide due consideration to input from other parties.

8. This Memorandum of Understanding is intended to provide a process for discussion and resolution of issues in a mutually agreeable manner. Entry into this Memorandum of Understanding, however, does not waive any legal rights or remedies any party may have. This Memorandum of Understanding may be terminated by any party upon 30 days written notice to other parties. Prior to any such termination notice being effective, the cause for such termination shall be discussed at a joint meeting of all parties.

9. For the purpose of implementing the provisions of this Memorandum of Understanding the primary contacts and responsible parties are the Truckee Tahoe Airport District Manager and the Truckee Town Manager.


10. The parties to this Memorandum of Understanding agree that it would be highly desirable for other agencies with planning authority, such as the County of Placer and County of Nevada, to join in this or other similar memoranda of understandings, and agree to cooperate in that regard.

Executed this 30 day of October, 1997, at Truckee, California.

Truckee Tahoe Airport District


President, Board of Directors

Town of Truckee


Mayor

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/s/ Becky Van Norman

THIS FICTITIOUS BUSINESS STATEMENT NAME EXPIRES (5) YEARS FROM THE DATE OF FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 11/23/2020

THIS STATEMENT WAS FILED WITH Gregory J. Diaz, CLERK RECORDER OF NEVADA COUNTY ON 11/23/2015
File #: 20150001243

Pub: December 9, 16, 23, 30, 2015
Id# 11737117

FICTITIOUS BUSINESS NAME STATEMENT
THE NAME(S) OF THE BUSINESS(ES): RYR Houscleaning 11070 Brocway Road #27 Truckee, CA 96162 is [are] hereby registered by the following owners(s): Ramona Mejia Ramon Mejia

This business is conducted by: Married Couple

The registrant commenced to transact business under the fictitious name or names listed above on 11/24/2015.
Signature of Registrant: /s/Ramona Mejia

THIS FICTITIOUS BUSINESS STATEMENT NAME EXPIRES (5) YEARS FROM THE DATE OF FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 11/24/2020

THIS STATEMENT WAS FILED WITH Gregory J. Diaz, CLERK RECORDER OF NEVADA COUNTY ON 11/24/2015
File #: 20150001246

Pub: December 2, 9, 16, 23, 2015
Id# 11724030

FICTITIOUS BUSINESS NAME STATEMENT
THE NAME(S) OF THE BUSINESS(ES): Wave Wear 11429 Donner Pass Road Ste 1A Truckee, CA 96161 is [are] hereby registered by the following owners(s): Ruby J. Villar

10100 Pioneer Trail Truckee, CA 96161 is [are] hereby registered by the following owners(s): Coachland, LLC

This business is conducted by: A Limited Liability Company

The registrant commenced to transact business under the fictitious name or names listed above on 2/15/96.
Signature of Registrant: /s/ Robert Gales

THIS FICTITIOUS BUSINESS STATEMENT NAME EXPIRES (5) YEARS FROM THE DATE OF FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 12/01/2020

THIS STATEMENT WAS FILED WITH Gregory J. Diaz, CLERK RECORDER OF NEVADA COUNTY ON 12/01/2015
File #: 20150001263

Pub: December 9, 16, 23, 30, 2015
Id# 11749001

FICTITIOUS BUSINESS NAME STATEMENT
THE NAME(S) OF THE BUSINESS(ES): Truckee Rents 11320 Donner Pass Road Truckee, CA 96161 is [are] hereby registered by the following owners(s): Mountain Hardware and Sports, Inc

This business is conducted by: A Corporation

The registrant commenced to transact business under the fictitious name or names listed above on N/A.
Signature of Registrant: /s/ Douglas B. Wright

THIS FICTITIOUS BUSINESS STATEMENT NAME EXPIRES (5) YEARS FROM THE DATE OF FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 12/04/2020

FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 11/18/2020

THIS STATEMENT WAS FILED WITH Gregory J. Diaz, CLERK RECORDER OF NEVADA COUNTY ON November 18, 2015
File #: 20150001221

Pub: December 9, 16, 23, 30, 2015
Ad# 11743727

FICTITIOUS BUSINESS NAME STATEMENT
THE NAME(S) OF THE BUSINESS(ES): 1. Miss Gold Country 2. Miss Cornish Christmas 3. Miss Nevada County 4. Miss Penn Valley 419 Colfax Ave Grassvalley, CA 95945 is [are] hereby registered by the following owners(s): Melissa Ann Mistler

This business is conducted by: An Individual

The registrant commenced to transact business under the fictitious name or names listed above on 7/01/2014.
Signature of Registrant: /s/ Melissa Mistler

THIS FICTITIOUS BUSINESS STATEMENT NAME EXPIRES (5) YEARS FROM THE DATE OF FILING, IF YOU INTEND TO CONTINUE BUSINESS UNDER THIS NAME A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO: 12/2/2020

THIS STATEMENT WAS FILED WITH Gregory J. Diaz, CLERK RECORDER OF NEVADA COUNTY ON 12/2/2015
File #: 20150001265

Pub: December 9, 16, 23, 30, 2015
Id# 11740692

FICTITIOUS BUSINESS NAME STATEMENT
THE NAME(S) OF THE BUSINESS(ES): Namaste Holistic Healing & Yoga Center 10368 Donner Pass Rd. Truckee, CA 96161 is [are] hereby registered by the following owners(s): Ann Marie Sheridan

This business is conducted by: an Individual
The registrant

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Attachment 2

Legal & Public Notices

Legal & Public Notices

PUBLIC NOTICE
Notice of Initiation of the Section 106 Process-Public Participation in accordance with the FCC's Program Comment for Positive Train Control and Infrastructure. Union Pacific proposes to construct an approximately 651 steel monopole communications pole with associated equipment at the following approximate locations in Nevada County, California within the existing railroad right-of-way:

- Coordinates: 39.385559, -120.0929608; Mile Post #214.1, Truckee;
 - Coordinates: 39.327052, -120.5915594; Miles Post #176, Emigrant Gap;
 - Coordinates: 39.325758, -120.575504; Mile Post #177, Emigrant Gap;
 - Coordinates: 39.384929, -120.0215014; Miles Post #219.1, Floriston.
- Parties interested in providing comment on the proposed undertaking relative to cultural resources should contact GSS, Inc., 3311 109th Street, Ubandale, IA 50322 (515) 331-2103 (GSS # W15215-CA-59/65/66/68).

Pub: December 16, 2015
AD# 11758199

Legal & Public Notices

Legal & Public Notices

Request for Proposals for Non-Aeronautical Land Leasing Opportunities
The Truckee Tahoe Airport District is currently interested in exploring options and opportunities to lease airport property for public or private non-aeronautical development. Basic infrastructure is provided to the vicinity of available development sites. The Airport District must retain ownership of Airport land. Site leases to prospective tenants will be developed under the general guidelines of the Truckee Tahoe Airport District, Town of Truckee and/or Nevada County depending on location of property. Lease terms are subject to Airport District Policy and current State Law and Federal Aviation Administration mandates. The District is primarily interested in land leasing options for District property located on Soaring Way. The Airport District is willing to work with prospective tenants to negotiate a reasonable agreement within the above limitations that will allow a viable future for the tenant and a valuable contribution to the economic vitality of the community. Proposals for private-use hangar development will not be considered until the completion of the Executive Hangar and the Primary Management and Compliance Document Studies which are currently underway. Completion of these studies is anticipated in spring of 2016. Interested parties are invited to contact Kevin Smith, General Manager for comment and questions. Proposals are due by Thursday, January 21, 2016 at 5:00 PM

Truckee Tahoe Airport District
Attn: Kevin Smith, General Manager
10356 Truckee Airport Rd.
Truckee, CA 96161
(530) 587 4119 Ext 105
ksmith@truckeeahoeairport.com

Pub: December 16, 23, 30, 2015 and January 6, 13, 20, 2016
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December 18, 2015

Mayor Joan Jones
Town of Truckee
Truckee Town Hall
10183 Truckee Airport Road
Truckee CA 96161

Re: Request for Continuance of Agenda Item 7.2

Dear Honorable Mayor and Council:

Thank you for forwarding the District a copy of Agenda Item 7.2 which was received on Thursday, Dec. 17, 2015. We acknowledge and fully support your desire to engage with the District regarding future land use designations and the potential for annexation of our property along Soaring Way and other areas mentioned in your staff report. The Truckee Tahoe Airport District Board of Directors is also eager to engage in a specific planning effort and work with the Town of Truckee, Nevada County, and Placer County to outline and plan for the appropriate uses of this land. Due to the coming Holiday on Dec. 25th and the short amount of time the District has to process what a Sphere of Influence Amendment Application entails, we respectfully ask if you would continue that discussion until your January 12, 2016. This will allow the Airport District Board of Directors and Airport Staff an opportunity to learn more. We will also be able to have representation at your meeting on Jan. 12th to assist in answering questions and help formulate a plan moving forward.

Again we appreciate and understand your interest in this important land use planning effort. We are eager to work with the Town and Counties on a specific land use plan for our property as designated for non-aeronautical use per our 2015 Airport Master Plan.

Thank you for your consideration,

Respectfully,

Lisa Wallace,
President of the Board