

AUERBACH ENGINEERING CORPORATION

CIVIL ENGINEERING • LAND SURVEYING • ENVIRONMENTAL PLANNING
PROGRAM MANAGEMENT AND PLANNING

MEMORANDUM

Proj. #: 420.21A

To: Kevin Smith
From: Wally Auerbach, P.E.
Date: May 10, 2019
Re: PC-3 Infrastructure Cost Sharing

Background

Soaring Ranch is a proposed development located at the west end of Soaring Way in Truckee, CA. The project is part of the Joerger Ranch Specific Plan (PC-3) approved by the Town of Truckee in 2015. Certain infrastructure improvements are required as part of the approved Specific Plan including wet and dry utilities, and roadway/transportation improvements. The Soaring Ranch development has proposed installation of that infrastructure in a phased manner. In addition, Soaring Ranch has proposed a form of assessment district financing for those improvements that would allocate the cost of the infrastructure, to all the properties within PC-3 on the basis of land area.

TTAD owns 22.5 acres of land along Soaring Way and Joerger Drive that is planned for non-aeronautical use. This land is not part of PC-3 and is not subject to the infrastructure requirements set forth by the Town of Truckee approval of PC-3. Nonetheless, the Soaring Ranch developer has proposed to include the TTAD non-aeronautical lands into the proposed assessment district, and allocate costs to those lands on the basis of land area on the theory that the PC-3 infrastructure may also benefit the TTAD non-aeronautical lands.

As a public agency, TTAD would not typically be compelled to participate in such an assessment district. In this case, given the nature of the future development on the TTAD non-aeronautical lands and the proximity of the proposed PC-3 infrastructure, TTAD is considering whether to participate in the cost of the proposed improvements on some level that would facilitate future development of the TTAD non-aeronautical lands.

This memo considers the potential benefit of the proposed water and utility improvements to future development of the TTAD non-aeronautical lands. A separate analysis may be prepared for the roadway and transportation improvements. Our recommendations for cost sharing are given in a descriptive rather than quantitative manner, leaving final cost sharing calculations to such time as there are final project cost estimates available for the proposed improvements.

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Potential Benefits to TTAD

The lands potentially benefitting from the extension of utilities are depicted in Figure 1. These represent all the potential lands remaining that could support non-aeronautical uses, and all the lands that the developer of Soaring Ranch suggested should be included in the assessment district.

The remaining TTAD non-aeronautical lands are likely to be developed by others, possibly in partnership with the TTAD, however, TTAD staff have been clear that they expect development partners who may lease TTAD lands to carry most of the burden of development costs including the expenses for utility extensions, fees, and other costs associated with a project.

Generally, non-aeronautical lands to the east of Aviation Way are serviceable by utility infrastructure situated on TTAD lands already, or along Soaring Way or Airport Road. The remaining non-aeronautical lands (approximately 10.5 Ac. shown as Parcel A) front on Joerger Drive, although the formal designation of those lands as non-aeronautical lands must still be completed through the FAA process. There is no specific development plan for those lands at this time.

It is assumed that all other TTAD lands to be used for aviation purposes can be served by existing infrastructure currently located within or adjacent to TTAD properties.

Proposed Utility Infrastructure and Benefits to TTAD

Water System

The proposed Soaring Ranch infrastructure includes extension of a 16-inch diameter water line across Soaring Way through the intersection with Joerger Drive, and then north along Joerger Drive to the Riverview Sports Park for a total distance of approximately 2,850 LF. This water main would be installed in a joint trench with other utilities. Detailed plans for the proposed water line were not available for us to review.

The proposed water main will support development of Parcel A, providing sufficient capacity and pressure to support likely uses on that property. The water main would be fed by existing water facilities located in Soaring Way, which are connected to the Airport Well (referred to as the 6710 Zone). While the required improvements in PC-3 include looping the water line in Joerger Drive to a point near the Riverview Sports Park, we believe that sufficient pressure and volume exists in the 6710 zone to serve Parcel A from the existing system to the east. Therefore, of the total 2,850 LF of water line proposed, approximately 1,000 LF of that line could benefit TTAD depending on where the service point to Parcel A is located. And, while TTAD has sufficient water infrastructure to serve their needs on the aviation lands, the new water main could also be looped back towards the Executive Hangars to provide additional redundancy if desired.

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Should TTAD agree to participate in this work, minor design revisions needed to support TTAD access to this utility should include a 12-inch main branch terminating along the frontage of Parcel A, location to be determined.

Electric System

The electrical system is being extended to the west from a point along Soaring Way near the intersection of Truckee Business Park Drive. Apparently there are existing conduits located in Soaring Way west of that point that are empty but could be equipped with primary power cabling. Additionally, the electrical system is being extended along Joerger Drive in joint trench with the water line, to the Riverview Sports Park.

We received detailed plans for portions of this electrical work, prepared by Truckee Donner PUD. They appear to show the interception of existing electric lines and construction of a switch on the northwest corner of the roundabout, as well as installation of cables in the existing conduits along Soaring Way and related work. It also depicts installation of primary electric facilities needed specifically to serve the Raley's Phase 1 project.

The same rationale as that used for the water line would support TTAD participation in the primary electric line installed to a point along the frontage of Parcel A. The same joint trench length of roughly 1,000 LF would be used to quantify that benefit to Parcel A, plus the cost of equipping the existing empty conduits to the west of Aviation Way. This also may benefit TTAD in the future by allowing for a looped circuit along Aviation Way, which now also contains empty conduits. While there is existing TDPUD electric infrastructure already in the vicinity serving the existing airport lands to the north and east (at the executive hangars), the proposed extension along Joerger Drive to Parcel A may facilitate looping of that system for additional redundancy within TTAD lands.

The remainder of the electric extension to Riverview Sports Park could have some secondary benefit to TTAD if that line provides additional reliability in electric service overall to the airport, and TTAD sees some value in that proposition. The value is harder to quantify, requiring some analysis of the frequency of power outages in the before and after conditions vs. the cost of existing generator operation and maintenance.

Gas, Telephone and Communications Extension

These utilities will be extended along Soaring Way in some manner to support development of Soaring Ranch and the remainder of PC-3. The developer advises that gas, telephone and communications conduits and boxes will be placed at the same time with gas.

We received detailed plans for proposed gas lines prepared by Southwest Gas Corp, for service to Soaring Ranch as well as portions of the Truckee Business Park. It appears that these improvements

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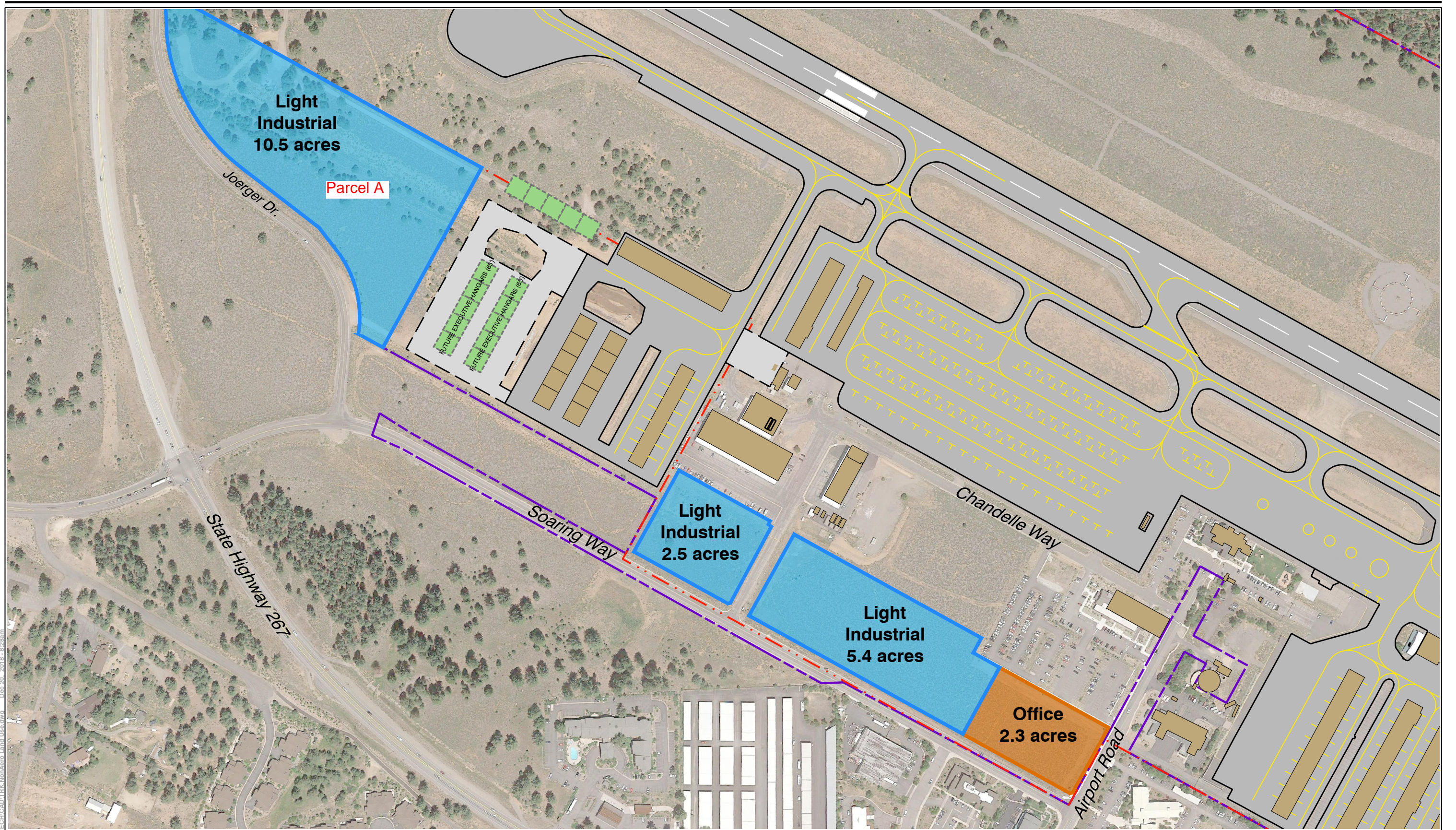
may be phased, possibly with additional cost sharing agreements with Truckee Tahoe Lumber Company's new site. It's not clear if there is an intention to extend gas along Joerger Drive.

While a similar argument might be made for TTAD participation in these utilities, the benefit to the non-aviation land in question (Parcel A) is more difficult to justify. All three utility providers have their utilities on TTAD property already, and we believe they are adequate to serve proposed development of the non-aviation lands including Parcel A.

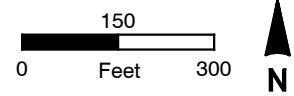
Recommendations

Based on the above, we believe TTAD should consider a cost sharing agreement with Soaring Ranch for installation of the improvements described below:

- 1) Installation of water facilities from Soaring Way to a service point along the Joerger Drive frontage of Parcel A. A 12-inch main line lateral would be needed on the east side of Joerger Drive to serve Parcel A in the future, location TBD, and TTAD should consider funding that element fully.
- 2) Installation of electric facilities crossing Soaring Way and to a service point along the Joerger Drive frontage of Parcel A, and the installation of cabling between Truckee Business Park Drive and Joerger Road. Primary electrical conduits would be needed in close proximity to the proposed water main lateral, and TTAD should consider funding that element fully.



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LEGEND

- Airport Property Boundary: Owned in Fee
- County Line
- Town of Truckee Limits
- Airfield Pavement
- Proposed Land Use: Light Industrial
- Proposed Land Use: Office



FOR DISCUSSION PURPOSES ONLY

Non-Aeronautical Land Use

Truckee-Tahoe Airport
Figure 1