



**TRUCKEE TAHOE AIRPORT DISTRICT  
BOARD OF DIRECTOR STAFF REPORT**

**AGENDA TITLE:** Soaring Way/Joerger Drive Utility, Trail, and Transportation Infrastructure Participation Final Report and Recommendations.

**MEETING DATE:** July 24, 2019

**PREPARED BY:** Kevin Smith, General Manager

---

**RECOMMENDED ACTION:** Receive update on staff investigation and review of development requirements and meetings with Town of Truckee and Nevada County. After further investigation and review staff recommends the following:

1. Continuing to explore participation on utility infrastructure particularly related to water and electrical improvements.
2. Staff does not have a specific recommendation on participation in trail improvements. More detail regarding this recommendation is found in the next section of this staff report.
3. Staff does not recommend participating at this time on transportation infrastructure improvements.

**DISCUSSION:** In March of 2015 the Town of Truckee approved the Joerger Ranch Specific Plan otherwise known as Planned Commercial 3 (PC-3). In March of 2018 J-Mar 1, LLC (affiliate of JMA Ventures, LLC) received approval to move forward with the Soaring Ranch mixed-use development located within PC-3 (See Exhibit A). This project includes the new Raley's Grocery store as well as other commercial tenants along with future plans for a multi-family housing project. Soaring Ranch is in close proximity to District property along Joerger Road and Soaring Way. The District has 20.7 acres of developable property that fronts on Soaring Way and Joerger Road. District properties are currently zoned Public Facilities in both the Town of Truckee and Nevada County. The District is in process of working with FAA and Nevada County to change zoning to Office and Light Industrial on the Soaring Way Parcels. The FAA has designated all

District Soaring Way properties as Non-Aviation. The District's Joerger Way property (10.5 Acres) is zoned Public Facilities and is within the Town of Truckee boundaries. (See Exhibit B – Non-Aviation Land Use Map) The District is in process of petitioning the FAA to change this parcel from Aviation to Non-Aviation to potentially allow development of a Fire District training facility and a boat inspection station at some point in the future. The Board of Directors has yet to take any formal action on these two proposed uses for the Joerger Way parcel other than indicating the concept has merit based on the findings of the Multi-Site Planning Study.

JMA Ventures has inquired if the District is interested in participating on utility, trail, and transportation improvements necessary to develop PC-3 which may have benefit to TTAD properties. District Staff acknowledges and confirms that if and when the District develops, or leases land to others to develop, the District or developers will be responsible to bear some of the related costs of infrastructure upgrades in the Soaring Ranch PC-3 area. Staff has completed some additional research on these infrastructure opportunities based on questions raised at the May 22<sup>nd</sup> Board Meeting. Staff has met with the Town of Truckee as well as Nevada County and have prepared final recommendations to the Board based on research and the meetings attended.

Staff makes the following final findings and recommendations:

**Utility Infrastructure:** With the construction of our new executive hangars and the potential for development on our 10.5 acre Joerger Drive property, staff has closely reviewed utility services and has a formal recommendation to participate in the installation of water facilities and electric facilities on Soaring Way to a service point along Joerger Drive (See Exhibit C – Auerbach Engineering Memo). This will provide for water and fire protection service to the 10.5 acre Joerger Drive property, and could potentially facilitate increasing fire flow protection for our current executive hangars and future buildings. The electrical facilities extension would provide service to the 10.5 acre parcel and potentially serve the existing TTAD facilities from Aviation Way. This will also allow the District or other partners such as the Fire District, to connect their project to the TDPUD power and water system. All other existing utilities such as gas, sewer, and IT services are adequate. Auerbach Engineering has prepared a Memo (See Exhibit C) outlining the details of our analysis and recommendation on the utility infrastructure cost sharing recommendation.

**Cost Estimate:** At this time it is unknown as JMA has not completed design or bid the utility improvements. Staff estimates the potential TTAD share of these costs at \$175,000 to \$300,000.

**Staff Recommendation:** Proceed in working with JMA Ventures and the Truckee Donner PUD to extend water and electrical service to the District's Joerger Drive properties. As these improvements have not been designed or bid as of yet, staff will need to come back to the Board with periodic project updates and a funding approval when final costs are known.

**Trail Improvements:** As part of the PC-3 Soaring Ranch off site improvement requirements, various trail components are required to be constructed. (see Exhibit D - District Trails Master

Plan Map) Many of these trail alignments are also included in the Airport District Trails Master Plan. JMA has inquired as to the District's interest in participating on trail improvements (some of which are on District Property) and completing sections of the District Trails Master Plan. There is a section of the trail (Exhibit D) that runs across District Property. It should be noted that the District has contributed a section of land for this trail. In conversations with the Town of Truckee and Nevada County they both indicated that it is unlikely the District would be required to construct pedestrian trails in that most of our land is public facilities and light industrial with some office uses. These generate significantly lower pedestrian and vehicle traffic than the retail and residential uses approved in Soaring Ranch. At the time the District develops property, Nevada County and the Town of Truckee will do an assessment and review of trail construction requirements. An initial assessment shows little if any TTAD trail development requirements of TTAD lands.

**Cost Estimate:** The cost share for this improvement is dependent on the Boards' level of interest in participating. This could range from \$0 to \$375,000 for full participation in all PC-3 required trail improvements. Full participation per JMAs cost sharing methodology is to spread PC-3 required trails to JMA, Joerger Associates, and TTAD by acreage.

**Staff Recommendation:** The District has been very supportive of trail construction throughout the District. The District has already provided an easement for a portion of the required trail for PC-3. Staff has no specific recommendation regarding participation on trail construction improvements.

**Transportation Infrastructure:** As a requirement of the PC-3 project, the first project developed at Joerger Ranch is required per the PC-3 Specific Plan approval to construct various traffic improvements. These improvements include a roundabout/traffic circle at Soaring Way and Joerger Road, various turn lanes, and intersection improvements at Soaring Way and Highway 267. The design of these PC-3 improvements anticipated some level of future traffic generation on District properties. Staff is in agreement that some level of traffic infrastructure improvements may be required at such time as the District develops its aviation and non-aviation properties. It should be noted that TTAD partnered with Joerger Associates (Joerger Family) on the original construction of Soaring Way in 2002. The District contributed \$500,000 to the original construction of the road which was roughly half the costs. The Joerger Family paid the other half. The District has already made a significant contribution to traffic improvements in the PC-3 area.

Staff has met with the Town of Truckee and Nevada County on this specific issue. Both the Town and County indicated that until such time as the District has a specific development plan, they are unable to confirm if our participation in traffic improvements required as part of PC-3 will satisfy future TTAD development requirements for Soaring Way and Joerger Road. This is understandable as we have not put a specific site development plan forward nor do we have plans to at this time. In analyzing District participation, it should be noted that JMA Ventures and Joerger Associates have approved and entitled development plans giving them specific

development approvals and entitlements. The District does not have an approved development entitlements nor are we seeking any at this time. If the District chooses not to participate at this time, we are not necessarily absolved from potential future cost of these or other improvements.

A further consideration regarding traffic improvements is the current District land development strategy of leasing land rather than building leasable structures ourselves. If the District decides to land lease any of our Soaring Way properties to private non-aviation developers, the lessee will be responsible to meet development standards, impact fees, and utility connection fees. It could be argued that if these fees are prepaid you may be able to get a higher land lease rate. Staff did consult the Districts' appraiser Johnson Perkins on this question. They indicated that the land lease rates they provided in 2013 does not include prepaying infrastructure costs. They indicated they typically consider existing infrastructure and road improvements but typically do not consider prepaid fees or prepaid improvements in their land leasing conclusions as they are almost always unknown. The Soaring way property was last appraised in Oct. 2013. At that time the land lease rate was \$0.68 per sq. ft. per year or \$29,620 per year per acre. This represents market lease rates per acre for our property as is without additional infrastructure investment. Again these are 2013/2014 appraised values. Lease rates likely will be higher if we reappraised the property.

**Cost Estimates:** Unknown at this time as the District does not have specific development plans to consider.

**Staff Recommendation:** Staff recommends not participating in traffic improvements at this time as there is currently no reasonable assurance that the District is mitigating any future traffic infrastructure requirements for future development.

**SAMPLE MOTION(S):** I move to (approve, continue, deny) the following findings and conclusions pertaining to the Soaring Ranch PC-3 infrastructure participation proposal:

1. The District proceed in working with JMA Ventures and the Truckee Donner PUD to extend water and electrical service to the District's Joerger Drive properties. As these improvements have not been designed or bid as of yet, staff will return to the Board with periodic project updates and funding approval when preliminary and final costs are known.
2. (Staff has no specific recommendation regarding participation on trial construction improvements.)
3. In that the District does not have current development plans for its Soaring Way and Joerger Road properties, the District chooses not to participate in traffic improvements at this time.

**ATTACHMENTS:**

Exhibit A – PC-3 and Soaring Ranch Map

Exhibit B – Non-Aviation Land Use Map

Exhibit C – Auerbach Engineering Memo and Map

Exhibit D – District Trails Master Plan Map