

**From:** [Collin Butcher](#)  
**To:** [Teresa O"Dette](#); [David Diamond](#); [Mary Hetherington](#); [Kathryn Rohlf](#); [Rick Stephens](#); [Comments](#)  
**Subject:** Recreation Proposal of Development off Martis Dr  
**Date:** Tuesday, July 26, 2022 11:28:37 AM

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Dear Airport Board,

I am writing you to voice my opposition to the rec department's proposed development adjacent to Martis Dr. The proposal will bring significantly more motor traffic through the Ponderosa Fairway Estates and Martiswood Estates. This once quiet neighborhood is heavily impacted by air traffic. The green space included in the proposal was purchased by TTAD in an effort to preserve undeveloped space around this neighborhood. Additionally, the wetlands adjacent to Estates Dr. recently underwent a restoration, including through the proposed development as it flows to the Truckee River. The proposed area is directly in the flight path, and should be preserved as green space. The irony that I'm writing you concerning impacts to our neighborhood on the anniversary of the Challenger Crash is not lost on me, and I hope you as well.

Sincerely,

Collin Butcher

**From:** [Collin Butcher](#)  
**To:** [Mary Hetherington](#); [David Diamond](#); [Comments](#); [Teresa O"Dette](#); [Rick Stephens](#); [Kathryn Rohlf](#)  
**Subject:** General Board Meeting Comment - TART location  
**Date:** Tuesday, July 26, 2022 11:37:30 AM

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Dear Airport Board,

I am writing to ask you to consider moving the TART bus headquarters from the CORPS yard on River View Dr. to airport property. TART buses and their drivers make frequent trips through the neighborhood on Martis Dr. As you know, this neighborhood experiences more impacts from the airport than anywhere else in Truckee. It would be a very kind gesture of the Airport to house the TART buses, and limit the traffic through our neighborhood as we experience ever increasing flight traffic over our neighborhood. Thank you for your consideration.

Sincerely,

Collin Butcher

**From:** [Quincy Mehta](#)  
**To:** [Comments](#)  
**Subject:** Rec Department Athletic Complex Proposal behind Martis Dr  
**Date:** Tuesday, July 26, 2022 4:58:42 PM

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Hi there,

My name is Quincy Mehta and I live on Martis Drive. I will not be able to attend the airport board meeting tomorrow night, but wanted to voice my concerns about the Rec Department's proposal of the athletic complex behind Martis Drive by the Legacy Trail.

My first concern is the ecological impact. Do we know what animal species are currently residing in that area and what removing all those trees and landscape will do to those species? Not to mention, thinking about the trees alone, should we really be removing healthy trees?

Outside of the potentially devastating ecological impact, my second concern is parking. As it is drawn now, the parking does not look even close to adequate to support the amount of fields, park and other activities going in. Has there been any survey done to show that the amount of parking is adequate (drawn in blue on the map)? Or is the assumption users will overflow into Martis Drive, River View Drive, Ranch Way, etc and clog those residential streets?

Overall, if this is a very preliminary proposal it is an interesting idea, but I'd like to see much more significant plans drawn and surveys conducted before we should consider this proposal.

Thank you!  
Quincy

**From:** [Megan B](#)  
**To:** [Comments](#); [Teresa O'Dette](#); [David Diamond](#); [Mary Hetherington](#); [Kathryn Rohlf](#); [Rick Stephens](#)  
**Subject:** Truckee Donner Recreation District Proposal  
**Date:** Tuesday, July 26, 2022 5:03:30 PM

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Dear Airport Board,

My name is Megan Butcher, and I live on Martis Drive. It has recently been brought to my attention that the Recreation District is proposing to develop the green space behind Martis Drive and several acres of land by the river. I urge the board not to approve this development.

Our small neighborhood is already heavily impacted by air traffic, and we have Tart buses speeding down our street multiple times a day. We do not need to add yet another unnecessary development in town, even if it seems like it might potentially benefit the community. It seems like there are far better locations than using the open space by the river. We do not have to develop every open space just because it sounds like a good idea. Please think about this project and its impact on this already heavily trafficked neighborhood, and do the right thing by not approving this project. I have already spoken with neighbors who will sell their homes if this area is developed. This is not how our small town should be operating.

Sincerely,

Megan Butcher

**From:** [Karen Moyer](#)  
**To:** [Comments](#)  
**Subject:** Parka and Rec expansion  
**Date:** Tuesday, July 26, 2022 5:42:17 PM

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Respectfully this has never been mentioned to the people that actually live here in the area you intend to develop.

This needs to be better thought out. This neighborhood has far too much traffic as it is, air and land. There are no sidewalks!

Besides the people who speed on the straightaway in front of my home.

This project you are proposing needs a different access point that is not I. A residential neighborhood.

The whole thing is in our backyards. I am very opposed to the entire plan.

Please rethink this!

Karen Moyer

10647 Martis Dr, Truckee, CA 96161

**From:** [Aaron Svitana](#)  
**To:** [Comments](#)  
**Cc:** [Teresa O'Dette](#); [David Diamond](#); [Mary Hetherington](#); [Kathryn Rohlf](#); [Rick Stephens](#)  
**Subject:** Comment on TDRPD's Park Proposal to TTAD  
**Date:** Wednesday, July 27, 2022 11:27:34 AM

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Dear TTAD Board of Directors:

Truckee-Donner Recreation and Park District (TDRPD) has an agenda item on the TTAD July 27, 2022 Board Meeting regarding a proposed park on TTAD land near the TART facilities in the vicinity of Martis and Riverview Drives. I have reviewed the presentation slide deck regarding this proposed park that has been posted on the TTAD meeting agenda page.

As a resident and family of five in the affected neighborhood, I have significant concern and initial opposition to TDRPD's proposed park. Simply, this park is not appropriate at this location given the circumstances and potential alternatives.

The impacts to the Ponderosa Fairways residential neighborhood would be significant. It should be noted that, while the subject property is zoned for public facilities, the only way to currently access that property is through a residentially zoned neighborhood. and there are likely alternative locations for such a park that would not impact an existing residentially zoned neighborhood.

My concerns include, but are not limited to:

- Significant increase in traffic volume and impacts to the surrounding neighborhood during park construction and subsequent use due to limited ingress and egress via Martis Drive/Riverview Drive.
- Increased air emissions and subsequent impacts to the neighborhood due to the increased traffic.
- Negative impacts of noise and activities on existing community; particularly those of us whose back yards would be 10's of feet from proposed fields.
- Potential light pollution and significant community impacts if night-time recreational activities are permitted.
- Significant alteration of a valuable greenspace corridor habitat, flora and fauna that
  - Had significant habitat restoration (including wetlands and riparian) work completed within the last 5 years by the Truckee River Watershed Council, et al, and
  - Had significant urban wildland fire mitigation/hardening completed in last 2 years.
- Considerable civil construction impacts and cost due significant cut and fill required for grading.

If TDRPD's proposal were to continue moving forward, I would expect that project proponents would complete feasibility studies and fully engage in the California Environmental Quality Act (CEQA) process to evaluate all applicable impacts and determine that all would be less than significant to the Ponderosa Fairways neighborhood.

While I would generally agree that TDRPD should actively evaluate alternatives for increasing community recreational facilities in Truckee, I am certain that there are alternative locations that would not have the same residential neighborhood impacts.

For example, there are extensive public facility zoned properties to the east of Riverview Sports Complex on Joerger Drive that are owned by various local entities/special districts that would be much more viable for parks development and compatible for such use. Such an area already includes municipal infrastructure to facilitate park construction, has existing access and, more importantly, would not impact a residential zoned neighborhood at all. I would highly encourage TDRPD to evaluate those alternatives.

If you have any comments or questions regarding my concerns, I can be contacted at [diprock@aol.com](mailto:diprock@aol.com) or at 925.360.2313.

Regards,

Aaron D. Svitana  
10560 Rosa Court, Truckee, CA 96161

From: [Liz Robinson](#)  
To: [Comments](#)  
Subject: Airport Board Meeting 7/27 - Public Comment - Item 6 TAB 08  
Date: Wednesday, July 27, 2022 12:23:14 PM

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I am writing to express my significant concern over Item 6: Truckee Donner Recreation and Park District – L Shape Parcel – Lease Proposal - TAB 08 on the July 27<sup>th</sup> 2022 Regular Meeting Agenda.

As a homeowner in the Martis Estates Neighborhood, this proposed park raises considerable safety, noise and ecological concerns. Additionally, this neighborhood is in the flight path from the Airport, and recovering from the trauma associated with the plane crash last summer.

TAB 08 – TTAD TDRPD proposed park should be rejected/declined in favor of preserving Open Space. Alternative locations for additional fields/facilities should be evaluated, as well as installing artificial turf at Riverview to mitigate the damage from continuous use and lots of 'lines' (replaced in lieu of the natural grass).

- Doesn't Align with TTAD Land Management Plan accepted 3-24-2021 for Open Space - See description 1.2.5 for Martis Valley Estates (captured below as well)
  - [https://truckeetahoeairport.com/documents/595-land\\_mtg\\_plan\\_accepted\\_3-24-2021-pdf](https://truckeetahoeairport.com/documents/595-land_mtg_plan_accepted_3-24-2021-pdf)
  - Clearly includes Aquatic Resources for Martis Valley Estates in the area of proposed park.
    - p18 of land\_mtg\_plan\_accepted\_3-24-2021-pdf
- One of the fields and parking area would be directly in the Truckee Wetlands Restoration Project, preventing the reclaimed wetlands from draining into the Truckee River watershed.
  - <https://www.truckeeriverwc.org/images/documents/Truckee%20Wetlands%20Restoration%20Project%20Presentation%201-28-14.pdf>
  - p22 has Impaired Areas that shows parking and field areas would be located in wetlands.
  - Focus Ares 3,4 &5
  - <https://www.truckeeriverwc.org/bringing-back-truckees-urban-wetlands/?hilitte=%27Truckee%27%2C%27Wetlands%27>
- Hundreds of trees would be removed from the L portion to accommodate fields and parking
  - Many of the trees exceed 20in+ in diameter.
- Traffic Impacts to adjacent Subdivisions.
  - What are the projections for the number of vehicles per day (including weekends) and available parking spaces?
  - What is the VMT calculation for the proposed park?
    - When will this be completed?
  - Adding a 'new' road/extension to Riverview Dr, will put all traffic for the fields/courts through the Martis Valley Estates Neighborhood.
    - This neighborhood **does not have sidewalks** and there is significant concern for child/family safety with that volume of cars accessing the play fields on a regular basis.
    - Noise and safety concerns with increased traffic flow hourly (per game) through the neighborhood.
    - At Riverview Sports Complex, cars are frequently parked along the street due to lack of available parking in the lot.
- Significant noise pollution for both neighborhoods from 3 fields with simultaneous games.
  - Traffic noise and danger will be borderline extreme for neighborhood homeowners, especially *in addition* to jet / airport traffic that already exists
- Significant slope on the parcel in the long part of the 'L'. Leveling this area would require significant infill/outfill, significantly impacting drainage and the natural environment. Additionally there is a 30-40+ drop in elevation on the 'short' part of the L that would require significant terra forming to present a level field surface.
  - Reference SHEET 3.3, 3.4, AND 3.5  
[https://truckeetahoeairport.com/board\\_meetings/126/view\\_file?file=tab+05b+-+staff+report+trwc+part+c.pdf](https://truckeetahoeairport.com/board_meetings/126/view_file?file=tab+05b+-+staff+report+trwc+part+c.pdf)
- Habitat of North American Porcupine which has been sighted by neighborhood residents regularly in the corridor leading to the Truckee River.
  - Various other animals use the Open Space corridor to navigate between the Truckee River and Ponderosa into Sierra Meadows through the Truckee Meadows wetlands..
- When would a full CEQA review be completed for the parcel (and adjacent lots)?

#### 1.2.5 Martis Valley Estates

Martis Valley Estates is an 18-acre, undeveloped property located immediately north of Ponderosa Golf Course; the narrow, "L"-shaped property extends to the north and east, almost connecting the golf course to the airport property through the parcel (Figure 2 and Figure 3). The property is bordered by single-family homes on the east and west, with many of these residences informally using the property as an extension of their back yards. A maintained dirt road, which provides emergency access and is utilized by the community as a walking and biking trail, runs through the middle of the property. The property supports mixed conifer forest and an ephemeral drainage. The District, working with TRWC and other adjacent landowners, recently completed road improvements and constructed an improved drainage crossing to improve emergency access to the property and minimize erosion to improve water



quality.

Respectfully,  
Elizabeth Robinson  
10744 Martis Dr.  
Truckee, CA 96161  
847-431-7200

**From:** [Dietrich Schultz](#)  
**To:** [Comments](#)  
**Subject:** TDRPD park proposal, July 27, 2022 TTAD Board Meeting  
**Date:** Wednesday, July 27, 2022 12:59:41 PM

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Dear TTAD Board of Directors,

Truckee-Donner Recreation and Park District (TDRPD) has an agenda item on the TTAD July 27, 2022 Board Meeting regarding a proposed park on TTAD land near the TART facilities in the vicinity of Martis and Riverview Drives. I have reviewed the presentation slide deck regarding this proposal that has been posted on the TTAD meeting agenda page.

While I whole-heartedly support quality public facilities, I believe placing a complex like this in the middle of a small residential neighborhood spells disaster.

The only vehicular access to the proposed area are narrow residential streets lined with many families with young children often seen playing on or near the street. We already have issues with vehicles going too fast. This proposal would bring a huge increase in traffic, likely bumper to bumper during busy times, right through a residential neighborhood. No traffic impact study has been done.

In addition to traffic, a facility like this brings noise and trash. Neither of which is conducive to the health of our community. Their proposal doesn't discuss hours of operation. Will they add lights for extended hours? The airport already has a "good neighbor" policy, limiting flights to 7am-10pm, so it's clear *you* care about your neighbors.

I'm disappointed that there has been no communication on this proposal from the Parks Department to the neighborhood. I won't venture a guess why, but it doesn't bode well for having them as a future neighbor.

Their proposal would put one soccer field in the narrow greenbelt to the south. If you've been there you will know that this area is sloped and would require extensive grading. Not to mention that the seasonal creek that drains the wetlands at Brockway road would be destroyed and routed through a culvert.

The existing park facilities on Brockway are perfectly located with easy access off an existing arterial road and no residences near by. The Riverview Sports Park is similarly located on a suitable road with no residences nearby. Surely the city can do better than shoe horn a large park into a residential neighborhood.

I applaud the Airport District for being a good neighbor to date. You supported the reclamation and rejuvenation of the watershed and creek that flows from the wetlands on Brockway to the Truckee river. You thinned the trees and vegetation in this area, showing you are responsible land managers. I am confident you won't allow this ill-considered proposal to move ahead.

If you have any comments or questions regarding my concerns, I can be contacted at [dietrich.schultz@gmail.com](mailto:dietrich.schultz@gmail.com) or at 650-245-8970.

Regards,

Dietrich Schultz

10570 Rosa Court, Truckee, CA 96161

TTAD Board of Directors

July 27, 2022

I am here to help address some false impressions that are currently circulating on why pilots use Runway 29. In a recent "nextdoor" posting by Director Diamond he made a comment that I found concerning, and made me realize that perhaps some people don't understand the regulatory environment many twin-engine pilots operate under.

"There are too many pilots who continue to depart on Runway 29 when safety doesn't require it, unnecessarily impacting the community members who live below"

Perhaps he was speaking about single engine aircraft operators, but either way I thought it important to share some facts on what a twin-engine pilot must consider before takeoff.

Many of us are both local residents and pilots, and are also concerned about noise, and the impact it has on the local community. Pilots do try to change flight paths and procedures to mitigate noise impacts. That said, the first priority for all pilots is to operate the aircraft safely. Let me explain how safety influences the choice of runways - particularly with twin-engine airplanes like jets.

To start, let me pose some obvious questions for non-pilots. Why do most of the time larger planes leave on Runway 29, when they only use a fraction of the runway? Why can't they use Runway 2/20 if they can get off the ground in such a short distance? Or why wouldn't they use the new proposed Runway 16/34? Well, there are safety and regulatory reasons for selecting Runway 29 over shorter runways.

First some French lessons...

- V — From the French word vitesse ("vee-tess"), meaning "speed."
- V1 — Maximum speed in the takeoff at which the pilot must either abort the takeoff (accelerate-stop) or continue the flight even if an engine fails.
- Vr — Speed at which the aircraft is Rotated (front wheel leaves the ground)
- V2 — The speed at which the airplane will climb in the event of an engine failure.

Factors affecting takeoff performance and required field length include:

- Aircraft
  - Weight / mass of the aircraft – higher mass results in slower acceleration and higher takeoff speed
  - Engine thrust – affected by temperature and air pressure, but reduced thrust can also be deliberately selected by the pilot
  - Aircraft configuration such as wing flap position

- Environment
  - Runway **wind** component
  - Runway slope
  - Runway conditions – a rough or soft field slows acceleration, a wet or icy field reduces braking
  - **Density altitude** – Higher temperatures reduce the air density, thereby increasing minimum take off speed and required distance

The FAA and aircraft manufacturers require that a pilot review the takeoff conditions and calculate  $V_1$ ,  $V_r$ , and  $V_2$  for the given conditions at the airfield and weight of the aircraft.

The FAA requires that the selection of the takeoff runway be based upon the possible loss of an engine at the most critical point, which is at  $V_1$  (decision speed). By regulation, the airplane's takeoff weight has to accommodate the longest of three distances:

1. Accelerate-Go Distance

The distance required to accelerate to  $V_1$  with all engines at takeoff power, experience an engine failure at  $V_1$  and continue the takeoff on the remaining engine(s). The runway required includes the distance required to climb to 35 feet by which time  $V_2$  speed must be attained.

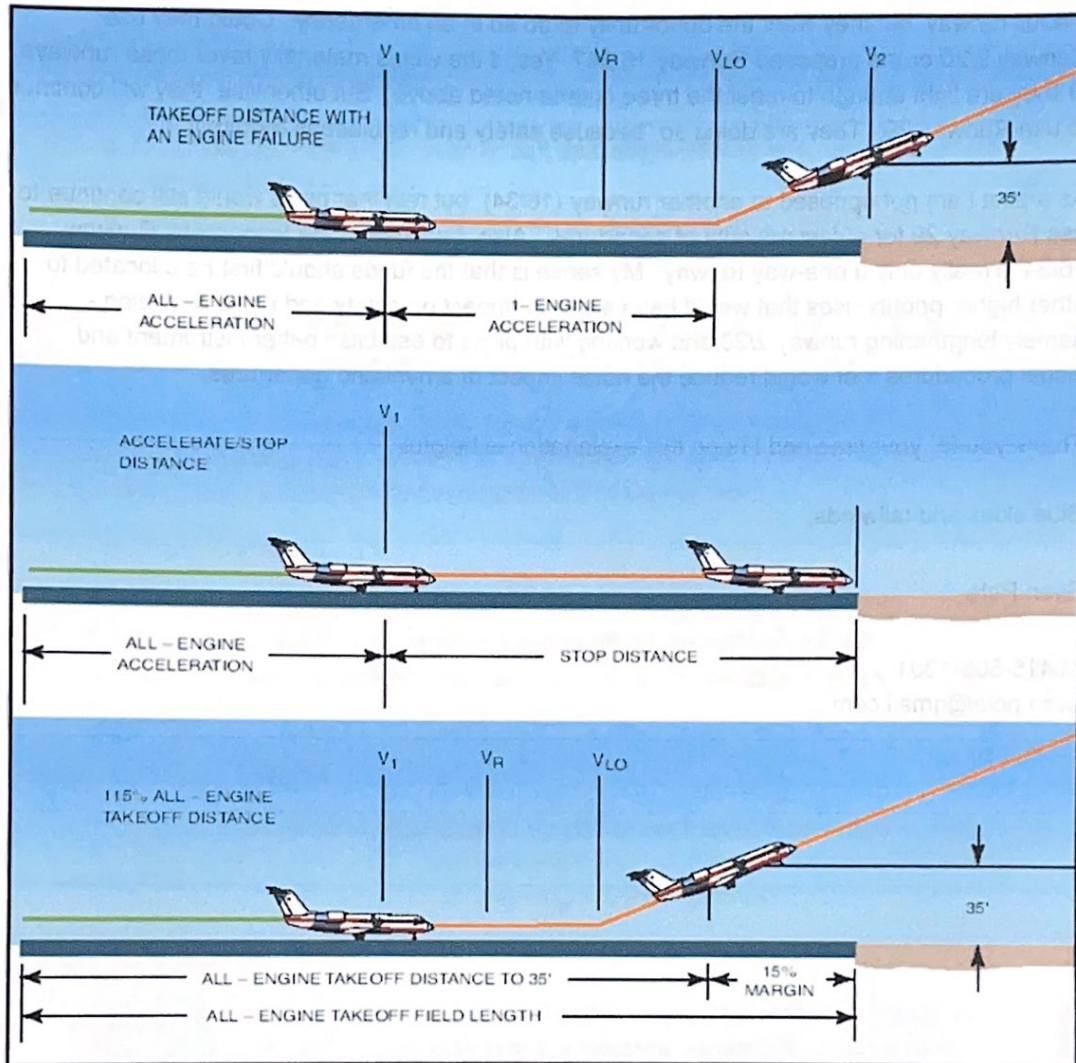
2. Accelerate-Stop Distance

The distance required to accelerate to  $V_1$  with all engines at takeoff power, experience an engine failure at  $V_1$ , and abort the takeoff and bring the airplane to a stop using braking action only (use of thrust reversing is not considered).

3. Takeoff Distance

The distance required to complete an all-engines operative takeoff to the 35-foot height. It must be at least 15 percent less than the distance required for a one-engine inoperative engine takeoff. This distance is not normally a limiting factor as it is usually less than the one-engine inoperative takeoff distance.

These three required takeoff runway considerations are shown below:



In all three of these scenarios, a twin-engine aircraft pilot will always prefer the longest runway available. That said, a shorter runway may be chosen when the wind materially favors that runway, at the expense of the other longer runway.

On most afternoons in Truckee the prevailing wind is roughly from the southwest (230 degrees), and under those conditions twin-engine aircraft will often choose the longer Runway 29 over Runway 20 - and most certainly over proposed Runway 16/34, where the wind would be across the runway.

So when you see jets departing runway 29 and only using a small portion of the runway, they are doing so for safety and to meet regulatory requirements. They hope to never need to use

the full runway, but they want the opportunity to do so in an emergency. Could they use Runway 2/20 or the proposed Runway 16/34? Yes, if the winds materially favor those runways or they are light enough to meet the three criteria noted above. But otherwise, they will continue to use Runway 29. They are doing so "because safety and regulations require it".

As a pilot I am not opposed to another runway (16/34), but feel that pilots would still continue to use Runway 29 for a vast majority of departures. Also, because of the topography Runway 16/34 is really only a one-way runway. My sense is that the funds should first be allocated to other higher priority uses that would have a bigger impact on safety and noise reduction - namely lengthening runway 2/20 and working with pilots to establish better instrument and visual procedures that would reduce the noise impact of arrival and departures.

Thank you for your time and I hope this explanation is helpful.

Blue skies and tailwinds,

Sven Pole

M 415-505-1301

sven.pole@gmail.com