



COUNTY OF PLACER
Community Development/Resource Agency

Michael J. Johnson, AICP
Agency Director

PLANNING

E.J. Ivaldi, Deputy Director

Hearing Date: July 23, 2015
Time: 1:35 PM

DATE: July 14, 2015

TO: Zoning Administrator

FROM: Development Review Committee

SUBJECT: PLN 15-00221 – Tahoe Expedition Academy School Temporary Minor Use Permit

OWNER: Hopkins Village, LLC

APPLICANT: Keith Franke, Martis Valley Education Foundation

STAFF PLANNER: Allen Breuch, Supervising Planner

ZONING: Residential-Single-Family, combining minimum Building Site of 20 acres, combining Planned Development of 1.2 dwelling units per acre (RS-B-X 20 acre minimum PD = 1.2)

LOCATION: 9735-53 Ellington Lane in the Martis Valley area.

ASSESSOR PARCEL NUMBERS: 107-110-007-000, 107-110-008-000, 107-110-009-000, 107-110-010-000, 107-110-011-000, 107-110-012-000, 107-110-013-000, and 107-110-014-000.

PROPOSAL:

The Martis Valley Education Foundation is requesting approval of a Minor Use Permit (PLN 15-00221) to temporarily utilize eight (8) Hopkins Village unimproved residential lots for a two-year period to accommodate a private school for approximately 50 students between the grade levels of 6 through 11. Site improvements include ten (10) modular classrooms (399 square feet each), a ten (10) space parking area, self-contained bathrooms and a paved area with a basketball hoop.

CEQA COMPLIANCE:

This project is categorically exempt per Section 18.36.060.F: Class 4, Minor Alterations to Land of the Placer County Environmental Review Ordinance and CEQA Guideline Sections 15304(e).

BACKGROUND/EXISTING CONDITIONS:

The project site is located within a 10 acre, 50 unit Hopkins Village Subdivision that was originally created to accommodate workforce housing for Martis Camp and the local community. Currently there are 10 completed units and 40 vacant lots within Hopkins Village Subdivision. The eight undeveloped lots (Lots 35-42) proposed for the temporary modular campus are located on the far northern side of the Hopkins Village Subdivision at the end of a cul-de-sac on Ellington Lane.

The roadways, gutters, and utilities were constructed with the original Hopkins Village Subdivision with vehicle access off Schaffer Mill Road that also serves several residential communities such as Lahonton, Martis Camp and Schaffer's Mill. The eight lots proposed for the temporary campus were previously used by the developer as part of a staging area for the Hopkins Village Subdivision. Currently the lots are undeveloped and vacant but have now been padded for single-family development. All the roadway and utility work has been completed to the individual lots in the subdivision.

The Hopkins Village Subdivision is surrounded by open space zoning to preserve the natural topography and landscape. Within this open space area, there is a 300-foot buffer between Schaffer Mill Road and the proposed project, which contains a large stand of mature conifer trees which screens a majority the project from the road. The Truckee Tahoe Airport is located to the north east of the project, within a couple miles. There are two Airport District Overflight Zones that run on the project site that are regulated by the Airport District.

The development is proposed directly off Ellington Lane, with 4 out of the eight lots proposed for the 10 modular classrooms on the west side of Ellington Lane and the remaining four lots to the west for off street parking and paved play area. The temporary modular are separated from the nearest occupied residential unit by 6 lots and more than 225 feet.

The applicant requests the approval of a Minor Use Permit (PLN 15-00221) to temporarily use the eight unimproved lots for a period of up to two years to allow for a private school to operate when a new campus site is secured.

ANALYSIS:

General Plan and Zoning Consistency

The school use is located within the Martis Valley Community Plan and is considered an allowed use with the approval of a Minor Use Permit within the Residential-Single-Family land use designation which promotes and encourages schools. The applicant is proposing to temporarily use the site for up to two years.

Project Description

The Tahoe Expedition Academy (TEA), which will occupy the proposed school site, is an independent tuition based school which provides education to residents of Placer County and surrounding Counties and areas. TEA is currently located in Kings Beach and Tahoe Vista and is outgrowing these locations. At present, the applicant is proposing up to 50 students with faculty to be re-located temporarily from the Tahoe Vista site to the Hopkins Village site until they find and secure a permanent location.

The project site is approximately 0.77 acres in size and will consist of ten (10) temporary (399square feet) modular classroom buildings that will be occupied with up to 50 students between the grade levels of 6 through 11. The modular buildings would be constructed with natural cedar siding and earth colored roofing which meets the Martis Valley Community Plan design standards that were adopted in 2003. Proposed improvements include a paved play area and ten (10) paved parking spaces that will also be constructed as part of the school and then removed and vegetated after the school relocates to a permanent site.

A total area of 9,975 square feet of project area will be disturbed as a result of the school which will also include minor trenching within the pad areas to bring utility services to the modular class rooms.

Project Analysis

The school has been engaged in several months of searching for new locations for their consolidated school operations; however, the sites were either unavailable or too small to meet their needs. Staff has determined that use of a temporary school within an established subdivision and located near a main road network is compatible to the surrounding area. The proposed site is not only large enough for their use, but is centrally located with paved parking and would need minimal improvements to meet the school occupancy level. To meet Building Code requirements, the applicant will add ramps to meet ADA requirements. Other amenities would include temporary recreational structures, such as play equipment which is proposed away from the residential uses to the south of the project site.

As stated previously, the project is within the Truckee Tahoe overflight zone. The applicant has been in discussion with the Airport District and it's been determined there is no opposition since the land use only proposes one story modular class rooms, does not generate smoke or dust and there is no glaring lights as part of the project. Staff has placed a condition on the project that the applicant shall obtain all outside agency approvals, including the Airport District, prior to building permit issuance of the modular class rooms.

Parking and Traffic Circulation:

The proposed on-site and satellite parking is adequate for this project with a maximum capacity of 50 students and associated staff. The applicant has submitted a site traffic evaluation by K.D. Anderson and Associates, Inc. for the proposed school site. The analysis concluded that the proposed ten (10) parking stalls with additional off-site satellite parking at 12242 Business Park Drive in Truckee would be adequate to accommodate the peak parking demand. School uses present a circulation pattern that includes vehicles dropping off and picking up their children and exiting the site without the need to park and exit their vehicle. The proposed temporary site has minimal impacts since the subdivision roadways are not only fully built out to accommodate the busses and vehicle traffic, but the school site is at the end of a cul-de-sac that allows buses and vehicles to drop off the kids in an orderly fashion and the subdivision is only 20% built out.

Noise:

The project site is located east of Schaffer's Mill Road which is a major arterial roadway that serves several residential neighborhoods. The applicant has provided information that the students are in the playground area during normal school days. The site would not be occupied with children during the weekends, holidays or summer when most neighboring residences and vacation rentals are occupied. Therefore there are no noise impacts that would need to be mitigated.

The Development Review Committee (DRC) has reviewed the proposed project and supports the two-year time period to accommodate a private school for up to 50 students between the grade levels of 6 through 11.

RECOMMENDATION:

Staff recommends the Zoning Administrator (ZA) determine the project to be categorically exempt from the California Environmental Quality Act (CEQA). Staff recommends approval of the Minor Use Permit (PLN 15-00221) to temporarily utilize eight (8) Hopkins Village unimproved residential lots for a two-year period to accommodate a private school for approximately 50 students between the grade levels of 6 through 11, subject to the following findings and conditions.

FINDINGS:

Environmental Review / California Environmental Quality Act (CEQA):

1. This project is categorically exempt from the provisions of CEQA per Section 18.36.060.F: Class 4, Minor Alterations to Land of the Placer County Environmental Review Ordinance and CEQA Guideline Sections 15304(e). Specifically, for the temporary use of a two year period to accommodate a private school for up to 50 students between the grade levels of 6 through 11

Minor Use Permit Findings:

2. The site for the proposed use is consistent with applicable policies and requirements of the Placer County General Plan, Martis Valley Community Plan, and Land Use Ordinance since a school with up to 50 students on a .77 acre parcel provides adequate land to accommodate class rooms and play area along existing transportation routes and infrastructure and the proposed school is within the confines of the existing eight lots (Lot 35-42) of Hopkins Village Subdivision and would not create an inconsistency with the policies and requirements of the applicable General Plan;
3. The establishment, maintenance and operation of the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County; approval and enable the making of specific findings in that the temporary school use with 10 modular classrooms will be located entirely within the confines of eight lots and be at the end of a cul-de-sac and will provide for parking and play area, and be compliant to building and seismic requirements.
4. The proposed temporary school project will be consistent with the character of the immediate neighborhood and will not be contrary to its orderly development in that the type of use will remain within the confines of the eight lots and be 225 feet from the nearest residence. Furthermore, the project proposes to retain the existing improvements to the extent feasible.
5. The proposed project will not generate additional volume of traffic beyond the design capacity of all roads providing access to the project, either those existing or those to be improved with the previous temporary school project unless a specific design deficiency is acknowledged and approved in conjunction with the adoption of a general plan or land use plan applicable to the area in question in that the temporary school use will not require additional trips above and beyond that was previously reviewed or acknowledged as outlined in the July 6th, 2015 K.D. Anderson and Associates, Inc. traffic and parking study.

ATTACHMENTS:

- Attachment A - Planning Recommended Conditions of Approval
- Attachment B - Engineering and Surveying Memorandum
- Attachment C - Environmental Health Services Memorandum
- Attachment D - Site Plan
- Attachment E - July 6th, 2015 K.D. Anderson and Associates, Inc. traffic and parking study.

**ATTACHMENT A
PLANNING SERVICES DIVISION
RECOMMENDED CONDITIONS OF APPROVAL
APPLICATION NO. 15-00221
TEMPORARY TAHOE EXPEDITION ACADEMY SCHOOL SITE**

1. The Minor Use Permit (PLN 15-00221) to temporarily utilize eight (8) Hopkins Village unimproved residential lots (Lots 35-42) for a two-year period to accommodate a private school for up to 50 students between the grade levels of 6 through 11. Site improvements include ten (10) modular classrooms, a ten space parking area, self-contained bathrooms and a paved area with a basketball hoop as shown on the approved site plan and project description on file with the Community Development Resource Agency.
2. The project shall receive any required approvals from the appropriate Fire Protection District, Town of Truckee, Truckee Tahoe Airport District and any other department or agency having jurisdiction over this project.
3. The applicant shall, upon written request of the County, defend, indemnify, and hold harmless the County of Placer, the County Board of Supervisors, and its officers, agents, and employees, from any and all actions, lawsuits, claims, damages, or costs, including attorney's fees awarded by a certain development project known as the Temporary Tahoe Expedition Academy School Site PLN15-00221. The applicant shall, upon written request of the county, pay or, at the County's option, reimburse the County for all costs for preparation of an administrative record required for any such action, including the costs of transcription, County staff time, and duplication. The County shall retain the right to elect to appear in and defend any such action on its own behalf regardless of any tender under this provision. This indemnification obligation is intended to include, but not be limited to, actions brought by third parties to invalidate any determination made by the County under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) for the Project or any decisions made by the county relating to the approval of the Project. Upon request of the County, the applicant shall execute an agreement in a form approved by County Counsel incorporating the provision of this condition (County Counsel).
4. Prior to the issuance of any building permits, the applicant shall provide security to the satisfaction of the DRC, based on an approved cost estimate, sufficient to guarantee the removal and revegetation of all disturbed areas associated with the school facilities, including (but not limited to) the modular buildings, parking lot, walkways, restrooms, recreational area, and any related signage within 30 days of discontinuing the intended use. The security deposit shall be payable to the Planning Services Division and released to the applicant upon completion and acceptance by the County of required work.
5. The applicant shall have 24 months to exercise this Minor Use Permit. The temporary school use shall expire at the end of the school year in the spring of 2017, and all site improvements including the ten (10) modular classrooms, the ten (10) spaces parking area, and paved areas shall be removed and the site re-vegetated of all disturbed areas by July 23, 2017.



COUNTY OF PLACER
Community Development/Resource Agency

Michael Johnson, AICP
Agency Director

**ENGINEERING AND
SURVEYING DIVISION**

Richard Eiri, Deputy Director

MEMORANDUM

TO: Allen Breuch, Planning Services Division
Julie Leipsic, Planning Services Division

DATE: July 14, 2015

FROM: Ed Staniforth, Engineering and Surveying Division

SUBJECT: PLN15-00221: Temporary Tahoe Expedition Academy School Site;
Lots 35-42 Hopkins Village Subdivision; Martis Valley Education Foundation;
(APN's: 107-110-007, 008, 009, 010, 011, 012, 013, and 014)

The applicant proposes a temporary (two year maximum) private school facility for the Tahoe Expedition Academy (TEA) to be located on eight (8) undeveloped residential lots within the existing Hopkins Village Subdivision in the Martis Valley. The temporary school is intended to accommodate up to 50 students between grade levels 6 through 11. Improvements to the site include the placement of ten (10) temporary modular classrooms, a ten (10) space parking lot, self-contained bathrooms, and a paved recreational area with a basketball hoop. The applicant proposes an off-site satellite parking facility near the Truckee Airport where most students and faculty will park their cars before being bussed to the school site. Conversely, these same students and faculty will be bussed back to the satellite site at the end of the school day. No evening or weekend events are proposed. A traffic study was prepared by KD Anderson dated July 6th, 2015. The study concluded the project's traffic impact would be similar to that associated with the underlying residential development, therefore, this temporary private school use will not have an adverse impact on the existing roadway network. The Engineering and Surveying Division (ESD) supports the Development Review Committee's (DRC) recommendation for the Minor Use Permit application subject to the following recommended conditions of approval:

1. The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure Division approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements. (ESD)
2. Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division. Occupancy of any buildings shall not be allowed until all the improvements have been completed and accepted by the County, unless otherwise allowed by the Director, or assignee. (ESD)

3. Stockpiling and/or vehicle staging areas shall be identified on the improvement plans and located as far as practical from existing dwellings and protected resources in the area. (ESD)
4. The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. (ESD)

5. The Improvement Plan submittal shall include a limited drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing and proposed conditions, the downstream effects of the proposed improvements, calculations for sizing treatment facilities to treat runoff from all new impervious surfaces, and a "Best Management Practice" Plan to provide temporary and permanent water quality protection. (ESD)
6. Provide the Engineering and Surveying Division with a letter from the appropriate fire protection district describing conditions under which service will be provided to this project. Said letter shall be provided prior to the approval of Improvement Plans, and a fire protection district representative's signature shall be provided on the plans. (ESD)
7. The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD).

Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), and revegetation techniques.

Storm drainage from on-site impervious surfaces shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: infiltration trenches, infiltration vault and/or basin(s), and permanent revegetation. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation.) Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. (ESD)

8. This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase I program. Project-related stormwater discharges are subject to all applicable requirements of said permit. (ESD)
9. The Improvement Plans shall show that all on-site parking and circulation areas shall be improved with a minimum asphaltic concrete or Portland cement surface capable of supporting anticipated vehicle loadings. Alternative surfacing supporting Low Impact Development (LID) elements are encouraged. (ESD)

It is recommended that the pavement structural section be designed in accordance with recommendations of a soils/pavement analysis and should not be less than 2 inch Aggregate Concrete (AC) over 4 inch Class 2 Aggregate Base(AB) or the equivalent. (ESD)

10. The Improvement Plans shall show that parking spaces, ramps, and access ways shall meet California Building Code accessibility standards. (ESD)
11. Any monument sign proposed by the applicant shall be located such that there is no interference with driver sight distance as determined by the DPW, and shall not be located within the highway right-of-way. (ESD)
12. During project construction, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications. (ESD)
13. Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. (ESD)



Placer County Health and Human Services Department

Jeffrey S. Brown, M.P.H., M.S.W.
Department Director

Wesley G. Nicks, R.E.H.S.
Environmental Health, Director

MEMORANDUM

DEPARTMENT OF HEALTH & HUMAN SERVICES
DIVISION OF ENVIRONMENTAL HEALTH

To: Zoning Administrator

From: Justin Hansen
Land Use and Water Resources Section

Date: July 1, 2015

Subject: PLN 15-00221, Temporary Tahoe Expedition Academy School Site, APN 107-110-007, 008, 009, 010, 011, 012, 013, 014

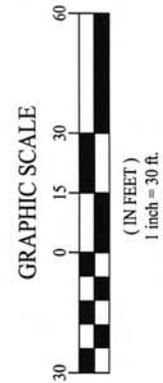
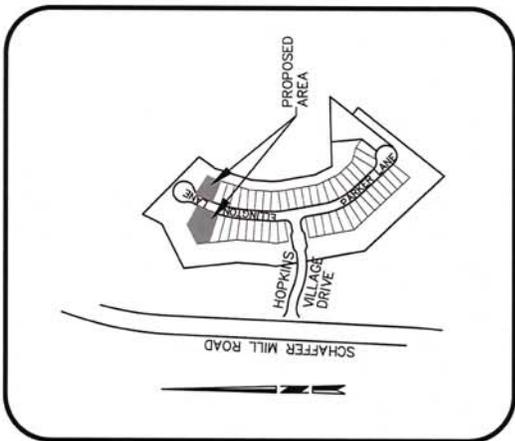
Placer County Environmental Health has reviewed the subject project application and has the following recommended conditions of approval:

1. Submit a "will-serve" letter from TSD for sewer service for the proposed school. Prior to final occupancy proof of connection shall be provided to Environmental Health Services.
2. Submit a "will-serve" or "water availability" letter from PCWA for water supply for the proposed school. Prior to final occupancy proof of connection to this approved domestic water source shall be provided to Environmental Health Services.
3. Submit to the Environmental Health Services a "will-serve" letter from the franchised refuse collector for weekly or more frequent refuse collection service.

Perspective, Hope, and Opportunity

PROPOSED TEMPORARY TEA
 MODULAR CAMPUS
 JUNE 8, 2015
 WITH 6,000 LINE

HIGHLIGHTED AREA INDICATES "D" COMPATIBILITY
ALL OTHER AREAS ARE "E" COMPATIBILITY



July 6, 2015

Mr. Sean O'Toole
Mr. Ken Martin
c/o Tahoe Expedition Academy
P.O. Box 1272
Kings Beach, CA 96143-1272

RE: TRAFFIC ENGINEERING ASSESSMENT RELATING TO TAHOE EXPEDITION ACADEMY (TEA) TEMPORARY SCHOOL IN HOPKINS VILLAGE, PLACER COUNTY, CA

Gentlemen:

This letter summarizes our focused assessment of the traffic issues associated with operating the **Truckee Expedition Academy (TEA) School's Temporary Facility** proposed in the Hopkins Village area of Placer County near Truckee, California. As we understand, TEA plans to temporarily house 50 students in an interim facility while the school's permanent home on Schaffer Mill Road is being planned, permitted and constructed. The interim facility will be constructed on an area previously approved for 8 employee homes.

Approach / Issues. I have reviewed the area of the project with Placer County DES staff and have identified the following key issues to be considered in this assessment:

1. Review of the operational strategy for student travel to the site;
2. Relative impacts of the interim school within the context of the original environment assessment conducted for the Hopkins Ranch Employee Housing project;
3. Adequacy of Hopkins Village access to Schaffer Mill Road, particularly with regards to the length of the existing left turn lane;
4. Adequacy of proposed satellite drop-off area in Truckee.

Operational Strategy. Today Tahoe Expedition Academy (TEA) houses 50 students in its facility in Tahoe Vista. The school attracts students from throughout the Truckee – North Lake Tahoe region, and steps have been taken to facilitate travel to the existing school. For example, Truckee area students gather at the designated drop-off / loading area near the Truckee Town Hall. From that point those students are bussed to the existing TEA site.

The temporary facility will benefit from similar strategies. In the morning approximately 20 students will be picked up in Incline Village, Kings Beach and Truckee and bussed to the Hopkins Village site. The other 30 students will be driven to the Town of Truckee parking lot where they will transfer to a bus that takes them to Hopkins Village. Staff and a few older students may drive themselves, but car-pooling will be required. Satellite parking for staff and student automobiles will be provided at 12242 Business Park Drive, Truckee, CA 96161.

Based on this strategy, there would likely be a total of 8 to 9 trip ends occurring at the interim school site in the a.m. peak hour, as noted in Table 1. Of that total 6-7 would be inbound trips and 2 would be outbound trips.

ATTACHMENT E

The trip generation would be effectively reversed in the after school period. At 3:30 busses would take most students back to the loading area at the Truckee Town Hall or directly to the north shore.

TABLE 1 TRIP GENERATION			
Description		Trips at Satellite Drop-off	AM Trips at Hopkins Village
Students from Incline Village, Kings Beach, etc. (20)	Picked up and delivered to Hopkins Village	none	1 bus trip inbound and 1 bus trip outbound
Truckee students (30)	Picked up at Town Hall and delivered to Hopkins village	25± inbound trips and 25± outbound trips	1 bus trip inbound and 1 bus trip outbound
Staff (10), students with drivers' license (2)	Drive to satellite parking and car pool to Hopkins Village	none	4-5 inbound trips
Total			6-7 inbound trips and 2 outbound trips

Impact within the context of the original environment assessment conducted for the Hopkins Ranch Employee Housing project¹. The assessment focused on conditions occurring in the weekday p.m. peak hour (i.e., 4:00 to 6:00 p.m.) and identified the number of vehicles trips associated with the Hopkins Village residences. As shown in Table 2, the 8 dwellings that would temporarily be replaced by the project would have generated 6 to 7 p.m. peak hour trips.

The TEA is not expected to generate and appreciable amount of traffic during the weekday p.m. peak hour as since student and most staff would have already left the campus. For the purpose of comparison, an applicable p.m. peak hour trips generation rate published by the Institute of Transportation Engineers (ITE) was identified. Applying the rate identified for private school, the interim facility could generate 9 p.m. peak hour trips. The difference between the trips associated with the approved residences and the school (i.e., 2-3 trips) would be too small to have a measurable effect on traffic condition in the area of the school and the project's traffic impact would be similar to that associated with the underlying residential development.

TABLE 2 PM PEAK HOUR TRIP GENERATION COMPARISON			
Land Use	Quantity	Trips per Unit	Total PM Peak Hour Trips
Hopkins Village Residences	8 du	0.76-0.84 / du*	6-7
TEA Temporary Use**	50 students	0.17 / student	9
Difference			2-3
(*) winter and summer weekday trip generation rates, respectively			
(**) Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 9 th Edition, 2012: Private school (k-12)			

¹ Siller Ranch and Hopkins Ranch Employee Housing Traffic Analysis, LSC, 8/2/2006.

KDA

Mr. Sean O'Toole
Mr. Ken Martin
c/o Tahoe Expedition Academy
July 6, 2015
Page 3

Access. The Hopkins Village site is accessed via a “tee” intersection on Schaffer Mill Road. The intersection has been widened to provide separate northbound right turn and southbound left turn lanes on Schaffer Mill Road. The speed limit on Schaffer Mill Road is 45 mph. The southbound left turn lane is 315 feet long and is preceded by a 110 foot long bay taper. Based on the criteria contained in the Caltrans Highway Design Manual (HDM) the combination of bay taper and turn lane (i.e., 425 feet) is long enough to accommodate deceleration to a stop from 45 mph, as well as storage for 2-3 waiting vehicles.

As noted earlier, under the planned operational strategy, the volume of school traffic entering Hopkins Village is low (i.e., 6-7 vehicles), although this traffic would likely be concentrated into a 10 to 15 minute period. The HDM suggests that uncontrolled left turn lanes provide storage for a two minute accumulation of traffic. At this rate one or two vehicles might accumulate in the left turn lane. This volume can be accommodated safely within the current left turn lane, and no improvements are needed.

Satellite Drop off and Loading. The Town of Truckee’s Town Hall is located off of Airport Road north of the SR 267 / Schaefer Mill Road intersection. The Town Hall site has roughly 50 parking spaces in the front lot along Airport Road and 120 spaces to the east. This parking supply is commensurate with the long term use of the facility and public meeting requirements, and utilization is low throughout the normal day. Google Earth photography showed 15 vehicles in the front parking lot (4/29/2014).

It is anticipated that in the morning parents will drive through the front parking lot and drop off students who would in turn walk to a bus staged along the curb. In the afternoon parents will probably congregate in the front parking lot while they wait. Roughly 25 parent vehicles could be waiting on-site for 10 to 15 minutes in the afternoon. Because this parking demand is short term, the project’s impact on the operation of the Town Hall circulation system is not significant.

Please feel free to contact me if you have any questions.

Sincerely,

KD Anderson & Associates, Inc.



Kenneth D. Anderson, P.E.
President