

# Memo



**Date:** August 14, 2024

**To:** Richard Pallante, General Manager, Tahoe-Truckee Sanitation Agency

**From:** Nanette Hansel, Ascent  
Coral Taylor, Carollo Engineers

**Subject:** Land Use Risk Assessment Study Findings for the Tahoe-Truckee Sanitation Agency's Potential Surplus Land Sale, Lease or Alternative Use– Executive Summary

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Summary of Properties Assessed in Whole or Part

Parcel APN	Existing Use	Acreage
019-440-081	TTUSD Transportation Facilities (lease), TRI Infrastructure	152
049-330-004	TRI Infrastructure, buffer land	198
049-040-024	Buffer land	102
049-330-005	Water Reclamation Facility, disposal fields	214
049-040-025	Buffer land	20
049-011-006	Buffer land	8
049-330-006	Teichert Aggregates quarry (lease)	184
<b>Total</b>		<b>877</b>

The purpose of this memorandum is to summarize the findings of the Land Use Risk Assessment Study (LURAS) and provide recommendations related to the surplus land sale or lease being contemplated by the Tahoe-Truckee Sanitation Agency (T-TSA) in response to a change in treatment operations at the Water Reclamation Plant (WRP) in Truckee. With the change in disinfection processes (i.e., a change from chlorine gas to sodium hypochlorite) and the much smaller associated safety buffer, T-TSA could potentially release T-TSA-owned parcels or portions thereof for sale or lease. These potentially underutilized parcels are identified as “surplus parcels,” and are illustrated on Figure 1. (T-TSA has a pending land exchange with the Truckee Tahoe Airport District [TTAD], which was not addressed as part of the LURAS but is shown on Figure 1 for informational purposes.)

The LURAS considers the potential constraints to development on the eligible surplus parcels based on existing and possible future activities at T-TSA’s WRP, as well as potential future risks to and from expansion of the WRP, should the parcels be sold or leased and developed for the following land use types: residential, commercial, recreation, and public use.

Several resource areas were assessed in this LURAS, which involves an evaluation of those resources’ potential to constrain development on the surplus parcels in terms of degree and type of constraint—or, where there is little

development constraint—the degree to which future development could impact the ability of T-TSA to operate under both current conditions and the ability to pursue future projects that change operations of the WRP. The level of evaluation for each resource is in proportion to the expected level of risk, or constraint associated with it in the context of the land use being evaluated. Where a compatibility issue arises, or where the sale or lease of a parcel or its development would be in direct conflict with an existing or future use at the WRP or other surrounding land uses, these lands are recommended to be retained by T-TSA, as illustrated in Figure 1.

T-TSA has contemplated future WRP capital improvement projects in the Master Sewer Plan. These potential future development projects could require additional land for construction and operation. While precise locations of future development projects are currently not known, approximate locations and land allocations are accounted for in the mapped areas recommended to be retained by T-TSA. The LURAS also considered existing and future process needs on the parcel utilized by Teichert (049-330-006).

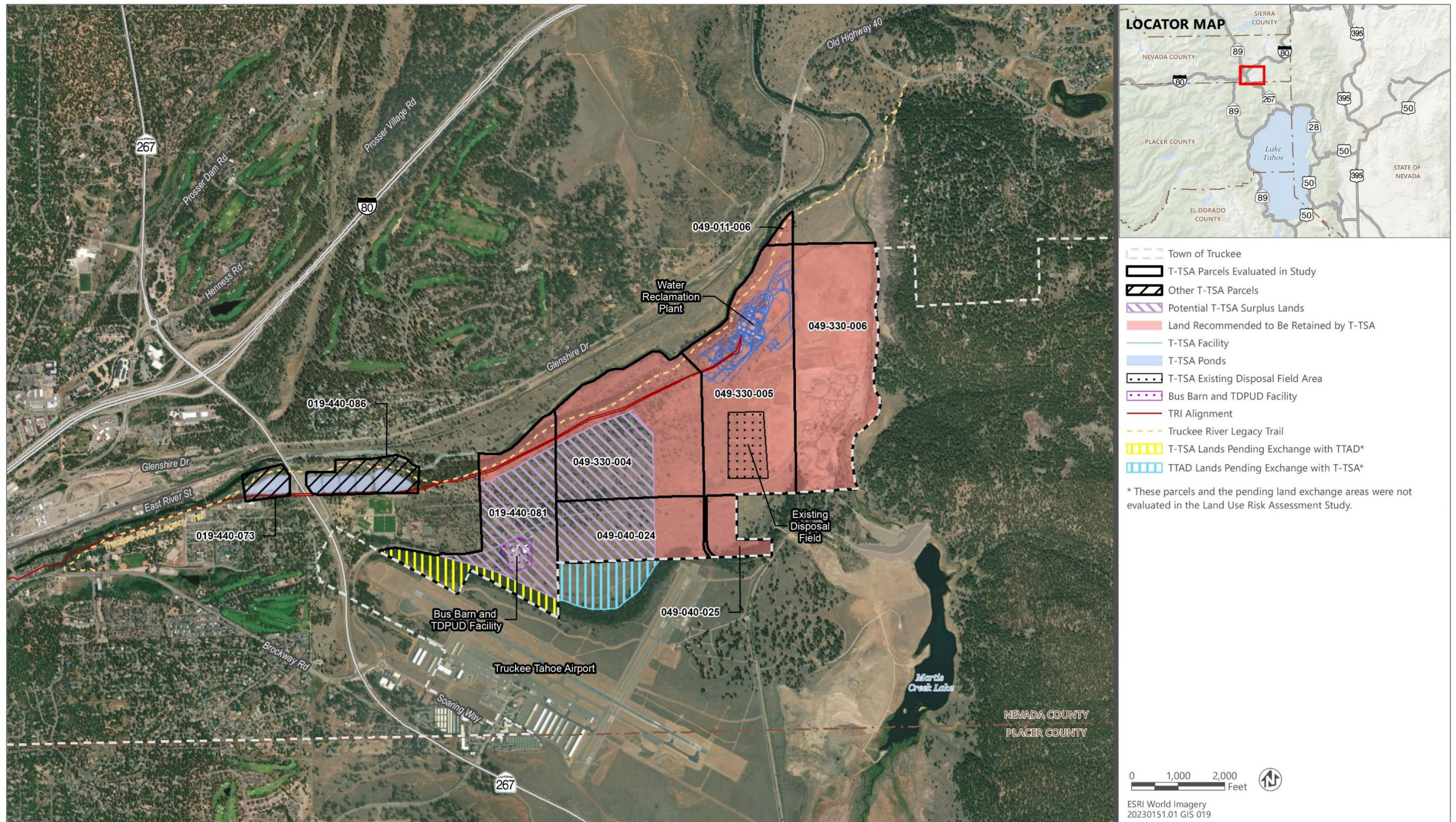
The LURAS focused on the following three major resource areas:

- ▶ Land Use, Planning, and Land Ownership, including consideration of the TTAD Airport Land Use Compatibility Plan (ALUCP) restrictions on development, Town of Truckee General Plan designations, goals, and policies, Town of Truckee zoning designations and code provisions, and existing easements obtained from title reports.
- ▶ Hazards, Nuisance, and Public Safety, including toxic air contaminant risk, odors, and noise.
- ▶ Natural Resources, including special-status species, waters of the US, and riparian environments.

For each of these resources, we ranked the surplus land held by T-TSA based on the extent to which they influence the potential for development of the land. Other resource areas considered to a lesser extent include cultural resources, groundwater, mineral resources, scenic resources, recreational resources, traffic and access, and floodplains.

The LURAS found that while there are substantial constraints to the development of certain surplus parcels held by T-TSA, there are sale and or lease opportunities for others. The most substantial risk to T-TSA among the factors considered is the eligibility of surplus land under the Surplus Land Act (SLA); that is, all the surplus parcels are eligible under the SLA and would be required to undergo noticing to affordable housing developers if T-TSA elects to list the land for sale. However, there are other constraints on affordable housing development that are associated with the ALUCP compatibility zone overlay. ALUCP designated compatibility zones surrounding the airport restrict the density of residential development to a level that would affect—and likely eliminate—the economic viability of affordable housing development.

Figure 1 reflects the findings of the LURAS in composite form and specific lands where we recommend TTSA retain ownership. Southwest of the WRP and south of the Truckee River Interceptor is an area that would be appropriate for nearly all types of development, including residential under SLA. The area approximately due south of the WRP and the westernmost portion of parcel 019-440-081 are limited by ALUCP compatibility zoning residential density limits (ranging from one dwelling unit per 20 acres to one dwelling unit per 5 acres), and while these areas would be subject to the SLA, it is almost certain that affordable housing development would not be economically viable with these density limits. However, this area would be appropriate for other types of development, including commercial, recreational, public use, and potentially aggregate mining. Riparian and habitat corridors adjacent to the Truckee River and Martis Creek would limit development in these areas due to the high sensitivity of natural resources (presence of listed species, floodplain, wetlands). Areas north and north-northeast of the WRP could be influenced by potential nuisance odors from the WRP and Teichert facility operations, as well as potential air quality concerns from the Teichert facility. However, as aggregate supplies are depleted and the Teichert parcel is reclaimed from north to south, this will generate opportunities for redevelopment of parcel 049-330-006.



Source: Data downloaded from Town of Truckee and Nevada County in 2023; adapted by Ascent in 2024.

Figure 1 Recommended Land for Retention