

Received By
Planning Division

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To: Truckee Community Development Dept.

Attn: Denyelle Nishimori
10183 Truckee Airport Road
Truckee, CA 96161

Dear Denyelle, Truckee Town Council, and Planning Commissioners,

I am concerned with the DEIR 2013 for the Canyon Springs development. I am addressing specifics from my reading of the DEIR Summary and I also have some general comments. I have been a Glenshire resident since 1988.

Biological Resources

Bio-1 and 2: There is no mention of impact on black bears. We have had increased bear activity in Glenshire the past few years. Bears have entered garages and even houses. With less habitat to the east of Glenshire, I fear this will become even more of a problem. I have seen black bears and cubs many times in the area to be developed as Canyon Springs. Bear proof garbage storage would be a minimal requirement.

Bio-3: Wetlands are a precious resource in the area east of Glenshire. The wildflowers and birds in early summer are amazing. I am concerned that the wetland areas were designated after a drought winter, and not as they truly can be seen after a heavy winter. These peaceful wetlands are also a water source for the deer herd, which can be observed for many months in this area. I have a hard time believing a development of ~200 homes (with people and cars) will not have an impact on these deer!

Hazards

Haz-1: I have concerns about access and evacuation of this area to the east of Glenshire, with one road out, which will feed into the same road that evacuates Glenshire. The firefighting equipment would be trying to access the area simultaneous with evacuation. If Edinburgh becomes a

permanent open access, there would still be limited ways to gain entry to that area during a wildfire event.

Hydrology and Water Quality

Hydro-1: Unless these mitigations are meticulously enforced, the creeks and Glenshire pond will be filled with silt and wastewater run-off.

Land Use and Planning

Impacts were considered less than significant. Well. Canyon Springs could easily become a “ghost development” just as Elkhorn Ridge and The Bluffs have become. The property values will decrease for homes already built in our community. This will have a negative effect on the town economy. Creating sprawl to the east of Truckee is a horrible plan; the detriments are increased traffic, air and noise pollution. Building closer to town, with access to work, services, and shopping, etc., by bike, walking or public transportation, is the direction the town of Truckee should strive for. Ideally, the developer of Canyon Springs could make a trade with US Forest Service land closer to Truckee center and make a smarter, more desirable community. I know a great many people living on the outskirts of Truckee, who are very interested in the Railyard Development as a potential place to have a home! People want to be less dependent on their cars to get around Truckee!

Transportation and Traffic

Trans-3: This left hand turn lane at Glenshire Dr and Dorchester is essential. The speed limit at this spot is 25 mph, by the way. However, the exact same situation exists at the westernmost Intersection of Glenshire Drive and Olympic Heights, where the speed limit is 45 mph. I know people have been rear-ended in accidents, and there are lots of screeching brakes and near misses. As you drive over a rise in the road, heading east on Glenshire Drive, all of a sudden there can be 4-5 vehicles stopped in front of you, as they wait for the vehicle at the front of the line to turn left up into Olympic Heights. Very dangerous spot. Will get worse with 2000-plus more vehicle trips per day on Glenshire Drive.

Trans-4: The conditions on Glenshire Drive are already dangerous for cyclists and pedestrians. The increased traffic will exacerbate this problem dramatically. I believe a fair mitigation would be the completion of the River Legacy trail into Glenshire. With the grant

money the town of Truckee received this past year, the trail will be almost to complete stage in Glenshire. Canyon Springs should finish the last 2 miles or so. As a cyclist who attempts to ride my bike safely eight miles to work to town in summer, I take a roundabout way over old Airport Flats road and end up going under I-80 at Old Greenwood , then through Greys Crossing, then to downtown. Unfortunately, even doing this route, I must ride on Glenshire Drive about a mile, where there is no shoulder, let alone a bike lane. As you ride down the Glenshire "curve" and up over the bridge, the road narrows extremely, just as it becomes a blind curve. As I make it through this section, I breathe a sigh of relief because I can now get on the dirt road to Old Greenwood. I cannot recommend this route to young people to ride. I don't know how the cyclists I see on Glenshire Drive all summer long can bear the noise and danger of all those vehicles.

Utilities and Service Systems

Less than significant impact. Well. I know the TDPUD states they can supply this new development, but I wonder why there is no conservation efforts put forth about watering in the summer anymore. Because we now have meters and the interest is to increase our water usage and bill owed each month? The water coming out of our faucets takes on a whole different character during the summer. It is airy and milky colored, quite often. I imagine the reason is more water being sucked out of the system for watering landscaped yards.

Thank you for reading my letter of concern about the DEIR 2013 Canyon Springs. Hopefully, there will be more mitigation to alleviate some of the problems we see coming with this development. Ideally, I'd like to see A. No Development- as an outcome.

Sincerely, Jean Brooks
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