

## Lelia Loomis

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**Subject:** FW: Public Hearing Oct 8th 2019 SR 19-0880  
**Attachments:** Letter to the Board for October 8th Public Hearing from Hirschdale concerned residents.pdf

**From:** [serenevisions@gmail.com](mailto:serenevisions@gmail.com) <[serenevisions@gmail.com](mailto:serenevisions@gmail.com)>  
**Sent:** Monday, October 7, 2019 9:53 AM  
**To:** Julie Patterson-Hunter <[Julie.Patterson-Hunter@co.nevada.ca.us](mailto:Julie.Patterson-Hunter@co.nevada.ca.us)>  
**Cc:** Ed Scofield <[Ed.Scofield@co.nevada.ca.us](mailto:Ed.Scofield@co.nevada.ca.us)>; Heidi Hall <[Heidi.Hall@co.nevada.ca.us](mailto:Heidi.Hall@co.nevada.ca.us)>; Dan Miller <[Dan.Miller@co.nevada.ca.us](mailto:Dan.Miller@co.nevada.ca.us)>; Sue Hoek <[Sue.Hoek@co.nevada.ca.us](mailto:Sue.Hoek@co.nevada.ca.us)>; Richard Anderson <[Richard.Anderson@co.nevada.ca.us](mailto:Richard.Anderson@co.nevada.ca.us)>  
**Subject:** re: Public Hearing Oct 8th 2019 SR 19-0880

Honorable Board of Supervisors,  
Attached is a letter to you addressing issues we would like you to consider for the Public Hearing October 8<sup>th</sup>, 2019.

You will be reviewing a considerable amount of documents to make this decision regarding the Resolution certifying the Environmental Impact Report (EIS11-001, Adopt the findings of fact, Statement of Overriding Impacts which could not be mitigated to less than significant and are unavoidable. These categories are in Air Quality emissions, Aesthetics, and transportation and circulation. You will approve the Development Agreement between the County of Nevada, Pamela Dobbas and Teichert Aggregate, Inc. for expansion project and off-site roadway improvements located at 16616 and 16774 West Hinton Road, East of Truckee unincorporated Nevada County with an Ordinance, and approving the Conditional Use Permit (U11-008) and Reclamation Plan (RP11-001) for the Boca Quarry West Pit Expansion Project.

We felt some of our issues were simply not addressed with the Planning Commissioners at the hearing and some of our issues were not even discussed. This is outlined more in detail in our letter to the Board of Supervisors attached to this email.

We ask that you take all concerns into consideration when making this decision based on a 30-year permit which will have impacts to the Hirschdale Community.

Enclosed you will see two documents sent to the Planning Commissioners and then also forwarded to you by SR 19-0880. After review on the agenda, both documents are missing multiple pages. I will forward you this response to the Final EIR with multiple email attachments as this is a large document. It will be 5 parts in all.

Thank you for your consideration regarding our concerns.

The Hirschdale Community.  
Ccd to Hirschdale community members supporting this document

October 5, 2019

Honorable Board of Supervisors,

You will be considering the Planning Commissioner's August 22, 2019 4-0 vote, recommending that the Board of Supervisors

- 1) Approve Resolution Certifying the Environmental Impact Report (EIS11-001), adopt the Finds of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program which overrides impacts which could not be mitigated to less than significant and are unavoidable these categories are air quality emissions, aesthetics, and transportation and circulation.
- 2) Approve the Development Agreement Errata Ordain an Ordinance approving a Development Agreement Between the County of Nevada, Pamela Dobbas, and Teichert Aggregate, Inc. for expansion project and off-site roadway improvements located at 16616 and 16774 West Hinton Road, East of Truckee, unincorporated Nevada County
- 3) Approve the Conditional Use Permit (U11-008) and Reclamation Plan (RP11-001) for the Boca Quarry West Pit Expansion Project.

RECOMMENDED ENVIRONMENTAL DETERMINATION: Certify the Environmental Impact

I, Cheryl Andresen, heard of this Planning Commissioners hearing by public notice in the newspaper just days prior to this hearing. There were no official notices sent out to the Hirschdale Community even though we have actively been involved with the expansion permits since 2005. This hearing was June 27, 2019. Mailing lists are provided to you SR- 19-0880 Number 3 Public Notices appendix A Public Notices. You can see no one from the Hirschdale community received Notice of this hearing.

We have had meetings in our homes with multiple county officials, engineers, Teichert representatives, outreach representatives, Board of Supervisor, Ted Owens, throughout the years regarding the Teichert expansion permit since 2005 It was very disappointing we were not included as a community for the initial Planning Commissioners hearing nor notification of the Draft Recirculated Environmental Impact Report.

The Draft EIR was circulated May 22, 2019, yet no notice to Hirschdale Community. This gave a very short time period in order to respond to this Draft EIR which was over 1,000 pages. Comment period closed on July 8<sup>th</sup>.

I, Cheryl Andresen, attended the first hearing and was the only person from our community present. This meeting was a hearing to address the adequacy of the Draft EIR.

I then responded to the Draft Recirculated Environmental Impact Report on June 5, 2019 (This actually was July 5<sup>th</sup>) with many residents of Hirschdale supporting this response. This response was provided to you 1.B Appendix B. Comments received. No need for me to forward as this has been provided to you. SR 19-0880 on agenda.

The Hirschdale Community along with the Planning Commissioners at our 2007 Planning Commissioners hearing established Conditions to the current use permit by working with the community to establish conditions the Hirschdale Community agreed to. These conditions were proposed by the Planning

Commissioners to protect the Hirschdale Community from ever having truck traffic at any time in the future as it was realized this small community should not be subject to these volumes of truck traffic. Commissioner Duncan mentioned remembering truck traffic being an issue in the past and that there was a compromise. This compromise was conditions placed on this permit to **not** allow truck traffic from the south onto Hirschdale Road implemented in the current permit. (U06-012)

The current Conditional Use Permit (U06-012 for East Pit) will be null in void as it expires in 2027. The new use permit (U11-008 the West Pit), which is being decided upon today, will become the current use permit for the expansion of the West Pit. Once the East Pit is extracted permit U06-012 conditions will no longer apply.

At this hearing a comment from Planner Coleen Shade was that there is nothing in the project description that discusses or includes any route thru the town of Hirschdale. Exhibit A Conditions of Approval with Integrated Mitigation Monitoring and Reporting Plan (MMRP) Conditional Use Permit (U11-008: RP11-001; EIS11=001 states **Page 2:** The proposed expanded quarry operation will be required, as it is currently, to use the existing haul route for the permitted quarry operations. The haul route includes West Hinton Road from the Quarry to Stampede Meadows Road, and Stampede south to I-80, Haul trucks are prohibited from using Hirschdale Road through the Hirschdale Community to access the project site.

Page 11: 21 Haul Route (Mitigation Measure Trans-3) The authorized haul route for operation of the quarry is along Stampede Meadows Road and West Hinton Road between the I-80/Hirschdale Road interchange and the quarry. **The applicant shall not alter the haul route without prior authorization from the County.** No haul trucks shall be permitted to enter or leave the quarry from the southern entrance of the project site, through the Community of Hirschdale. To prevent haul truck traffic from inadvertently attempting to use the southern entrance or otherwise traveling into residential communities south of I-80, ~~temporary~~ (This word should be deleted as it states further signs shall remain for the duration of operation of mine) signs shall be installed at I-80/Hirschdale Road interchange off-ramp which shall depict the authorized haul route to the quarry. **The applicant shall maintain the signs for the duration of operation of the mine.**

A response to the **Final EIR was written and presented on August 19<sup>th</sup>** this was also included to you in SR 19-0880 as item 15.5 but was **not complete** it was missing numerous pages so I am including this as an attachment to this letter to the Board so a full presentation can be seen by the Board along with attachments.

In the final EIR under mitigations Teichert's representative made the comment "**unless approved by the Board of Supervisors the haul route will remain the same**". This leaves the Hirschdale Community concerned as we all know these bridges are being replaced. **We would like a condition placed on this permit which disallows truck traffic through the Hirschdale Community at any time in the future.**

We in the past were very much heard and or concerns were very much considered from 2006 to 2014. At this last Planning Commissioners hearing it did not seem to be the same. The Planning Commissioners did not want to have the audience engaged with some concerns that were brought up by Commissioners. When concerns and questions were discussed, we were shut down and told they did not want to engage the audience. Previously we were able to engage in conversation and discuss conditions of this permit amongst Commissioners. It was more an open forum.

I wrote an outline of our concerns, which was sent to the planner for this hearing and was told I would be able to do a presentation. I spoke and gave a three-minute comment and was expecting to be able to then go over the outline. I was then shut down by County Counsel and planners stating our issues were mitigated.

This list of concerns was sent you to by SR 19-0880, but pages were missing. I have included this outline of concerns as an attachment to this letter, which we wanted to discuss with the Planning Commissioners but they did not allow us to go over these concerns as requested stating these were issues already brought to their attention in response to the Draft and Final EIR. They stated our issues were mitigated. I would appreciate the Board looking at these concerns.

#### REDUCED ALTERNATIVE

It was clearly written in the Draft EIR that the Reduced Alternative reduced many impacts and brought some to less than significant.

- 1) All pollutant emissions would be below the NSAQMD Northern Sierra Air Quality Management District thresholds below significant impacts. Air Quality was given a determination at the current volumes of operation determined to be a significant and unavoidable impact. With the Reduced Alternative these impacts would be lessened to Less than significant.
- 2) Noise levels reduced and hours of operation along with nighttime mining.
- 3) Reduce impacts to the traffic and circulation in the area as this would decrease truck traffic on roadway system
- 4) It is stated on page 100 of the Planning Commissioners Staff Report, overall, this alternative would result in reduced impacts to the traffic and circulation in the area when compared to the proposed project. (RDEIR, pp 6-8 to 6-9)

Yet, in the Board Agenda Memo to the Board from the Nevada County Planning Department page 10 has conflicting comments:

“The Planning Commission found that the Reduced Alternative does not meet the projects objectives and more importantly, does not significantly reduce the significant and unavoidable impacts of the project to levels less than significant.”

It was even stated in power point presentation these impacts would be less than significant with the Reduced Alternative.

The Hirschdale Community supports the Reduced Alternative in both the Draft Response and the Final Response.

#### RAILROAD DELAYS

Exits off freeway are both ingress and egress two lane roadway. There has not been anything mentioned as to issues of traffic being stopped because of a train stopping traffic both east and west directions causing traffic issues on both ingress, egress off and on ramps. Commuters going to Truckee/Reno will have to contend with the traffic with operations beginning at 6:00 a.m. Emergency response, school buses to pick up students in Glenshire will also have to contend with backed up traffic from trains stopping traffic flow. Emergency response, ambulance, fire trucks will be compromised with this back up of traffic. Section 4.5 for an analysis of project-related impacts on level of service which could affect emergency response and school buss times. Stated in their own document.

The Railroad delays were not discussed at all in the EIR either the Draft or Final. This was brought to their attention and was not addressed simply ignored. Only the width of the railroad crossing was discussed.

#### HOURS OF OPERATION

Because of this issue with commuters and school buses we asked for the hours of operation to not start until 7:00 a.m. They did not change the hours of operation. The current permit is 7:00 a.m. to 6:00 p.m. It was stated the Reduced Alternative could change the hours of operations and not necessitate night-time operations. Hours of operation were not discussed or changed in the permit.

#### EMERGENCIES

The current permit as a Condition of Approval has 6c stating: "Emergency use shall be defined as periods when weather related acts of nature require the aggregate material to protect property or public resources, and when such emergencies occur. Any such emergencies shall only be declared by a State, County, or local public agency, and the Office of Emergency Services.

This was not discussed at Planning Commissioners hearing yet presented in our outline of issues to discuss with the commissioners.

#### DUST CONTROL (There is more detail in the list of concerns provided to you as attachment)

The current conditional use permit requires a dust control measure of watering trucks before they leave the facility also watering the roadway twice daily. The new conditional use permit only speaks of watering the roadway once a day for dust control. There is one water truck. This brings concern as far as air quality. This was not discussed as we were simply told our issues were mitigated.

#### WATER TANKS FOR FIRE SUPPRESSION

We had asked that Teichert be required to have water tanks on the property for fire suppression as the spring is to the far south of the property and it is stated they have one water truck which will be used for Dust control and fire suppression. This was not discussed at Planning Commissioners hearing.

#### SECONDARY ESCAPE ROUTE

Teichert stated they would work with us on this issue.

#### HAUL ROUTE/WILDFIRE AND OTHER ISSUES ARE IN MORE DETAIL IN LIST PROVIDED FOR YOUR REVIEW

Ron and Virginia Legg, Larry and Cheryl Andresen, Mary Rivara, and Jennifer Freeman from Hirschdale attended this hearing. To say the least, we felt ignored, defeated and disrespected. We felt the County Agreement, and Facts of Findings the legal terms with County took priority over issues outlined for discussion which we wanted to discuss with the Planning Commissioners with issues that were not addressed by the Hirschdale Community.

Our concern has always been trucks in our neighborhood and the current proposal is that of 560 trucks per day. They go in and out so in actuality this is a total of 1,120.

With the County Agreement it seems this is to avoid any future issues of compliance or change of regulations as this Agreement would make them immune to any future issues with change of regulations. This was explained to me by County Counsel at the hearing as I asked what the purpose was for the Agreement between County and Teichert.

Rhetta County Counsel's comment to me of explanation: "specifically in uncertain times it gives them the confidence that they can built without the County changing rules on them". Can view on Planning Commission meeting video. With this being said the concern with this contract is that County would exclude Teichert having to go through an additional EIR to bring truck traffic through Hirshdale. It is stated "unless approved by the Board of Supervisors the haul route will remain the same". This EIR did not include the Community of Hirschdale in the study. An EIR would be necessary to then change this haul route allowing truck traffic through Hirschdale.

We want to know as a guarantee, that this Board will not allow truck traffic through Hirschdale, if this Agreement between Teichert and County is approved by the Board.

We would like implemented in this Conditional Use permit not just a mitigation measure as mitigation measures are not as enforceable as conditions of a permit, a condition of this permit stating:

The authorized haul route for operation of the quarry is along Stampede Meadows Road and West Hinton Road between the I-80/Hirschdale Road interchange and the quarry. No haul trucks shall be permitted to enter or leave the quarry from the southern entrance of the project site, through the Community of Hirshdale. To prevent haul truck traffic from inadvertently attempting to use the southern entrance or otherwise traveling into residential communities south of I-80, temporary signs shall be installed at I-80/Hirschdale Road interchange off-ramp which shall depict the authorized haul route to the quarry. The applicant shall maintain the signs for the duration of operation of the mine. This condition shall be implemented for the lifetime of this permit which is 30 years.

This will protect the Hirschdale Community from mining truck traffic for the lifetime of this permit.

Thank you for all your considerations not only now, but in the past concerning this issue. This Conditional Use Permit is for a 30-year time period. We have lived in Truckee community since 1978 and many of these residents have also been long time residents. We have seen a lot of changes, in the Town of Truckee especially in the last 30 years.

Please review the list of concerns and if possible, implement some of these issues into this Conditional Use Permit.

Respectfully,

Hirschdale community

Attachments:

Response to Final EIR August 19, 2019 and attachments

List of concerns for the Planning Commissioner which we were not able to do presentation and were told our issues were mitigated.



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DEPARTMENT**

950 MAIDU AVENUE, SUITE 170, NEVADA CITY, CA 95959-8617  
(530) 265-1222 FAX (530) 265-9851 <http://mynevadacounty.com>

Sean Powers  
Community Development Agency Director

Brian Foss  
Planning Director

August 22, 2019

**TO: Planning Commission**

**FROM: Coleen Shade, Senior Planner**

**HEARING DATE: August 22, 2019**

**SUBJECT: Boca Quarry Expansion Project U11-008; RP11-001; EIR11-001:  
Additional Comment Letter From Cheryl Andreson**

**ATTACHED: Additional Public Comment Letter**

Dear Commissioners,

After the completion of the project staff report and distribution of said staff report, the attached letter (Part One, Response letter to Planning Commissioners August 2019) and attached materials (Part Two Attachments to Response letter to Planning Commissioners August 2019) were provided to the Planning Department via email by Ms Cheryl Andreson. She requested that these two emails be included in the public record for the Planning Commission's consideration during the Boca Quarry Expansion Project public hearing.

**Comment Letter**

The emailed letter from Ms Andreson was received August 21, 2019. The comments included in the letter have not identified any new potential impact that has not been previously addressed in the Recirculated Draft EIR, the Recirculated Final EIR or any of the other supporting documents that are part of the public record. County staff and the County's environmental consultant, Helix Environmental, is prepared to respond and provide context to the letter, if needed.

Planning Commissioners,

These are the topics we would like to discuss today.

The Hirschdale Community Supports the Reduced Alternative as it seems to look out mostly for the safety, health and welfare of not only our community but the overall Town of Truckee for all of the following reasons as pointed out in the Environmental Study

- 1) Reduce hours of operation so nighttime mining could be avoided
- 2) Reduce production of materials from 1 million to 250,000 tons
- 3) 2,520 tons a day which would reduce truck traffic to 280 one trips a day compared to 1,120 one trips a day decrease truck traffic on roadway system
- 4) Noise levels would be reduced reducing hours of operation and nighttime mining
- 5) air quality impacts to less than significant
- 6) All pollutants emissions would be below the NSAQMD Northern Sierra Air Quality Management District thresholds below significant impact
- 7) Unavoidable impacts Aesthetics, Transportation and Circulation, Air Quality, Visual Character, Conflicts with Bicyclists, will Exceed Threshold for NOX and PM10 established by Northern Sierra Air Quality Management District they will all be unavoidable impacts. Aesthetics, Transportation and Air Quality impacts are also identified as cumulatively considerably significant and unavoidable. Page 34 Staff Report
- 8) It is stated on page 100 of Staff Report Overall, this alternative would result in reduced impacts to the traffic and circulation in the area when compared to the proposed project. (RDEIR, pp 6-8 to 6-9)
- 9) It is stated the Reduced Daily Production Alternative would not fulfill the project objectives for Market Position because of regional demand, but in turn would diminish, air quality impacts, less traffic impacts, public service impacts, noise, fire protection, and traffic circulation. The alternative providers would use the freeway, which would be less of an impact, as they would not be exiting and circulating at this volume at our interchange. The product would be processed at a lesser volume reducing many impacts.
- 10) RAILROAD DELAYS Exits off freeway are both ingress egress two lane roadways There has not been any mention of traffic being stopped because of a train going over the railroad tracks. This would back up traffic. This back up with large trucks could cause an issue on roadways. It seems the impacts studied were more for that of bicycle traffic rather than regular vehicle traffic. There are many whom enter this freeway to commute to work from Glenshire and Hirschdale to Reno and Truckee. Emergency response, school buses to pick up students in Glenshire. Emergency response, school bus services, the normal on my way to work commute traffic could be compromised. Section 4.5 for an analysis of project-related impacts on level of service which could affect emergency response and school bus times;
- 11) HOURS OF OPERATION Hours of operation should be determined after a decision has been made as to the Findings of Fact and Statement of Overriding Considerations and if the Reduced Alternative is decided as this could change the hours of operations and not necessitate night-time



operations. The current permit has hours of operation from 7:00 a.m. to 6 p.m., Monday through Saturday

Proposed hours of operation to be 6:00 a.m. – 6:00 p.m. Monday thru Friday and 7:00 a.m. to 4:00 p.m. on Saturdays. This is also considering extended hours of Operating from 5:00 a.m. and ending as late as 9:00 p.m. and considering nighttime operations Load out could be 24 hours per day and up to seven days per week to service projects which is not specific to emergency

#### 12) **EMERGENCIES**

The current permit as a Condition of Approval has 6c stating “Emergency use shall be defined as periods when weather related acts of nature require the aggregate material to protect property or public resources, and when such emergencies occur. Any such emergencies shall only be declared by a State, County, or local public agency, and the Office of Emergency Services.

We would like to see this same Mitigation Measure implemented in the new permit

- 13) **DUST CONTROL** The current conditional use permit requires a dust control measure of watering trucks before they leave the facility, the new conditional use permit only speaks of watering the roadway once a day for dust control. It is also stated they have one water truck and this water truck is to water the roads and is available for fire suppression. Mitigation Measure on permit U06-012 requires trucks to be sprayed with water for dust control. Watering twice daily for adequate dust control. Mitigation Measures 5C, 5D, 5E, 5F, 5H all are for dust control and should be implemented in this current permit. This permit expires 2027 will this permit stay in force until this time or does the current permit being approved then become the current permit that is enforceable?

During operation of the quarry, water would be used for dust suppression (no water would be needed for the on-site aggregate processing operation). Water used for dust suppression would be provided by the existing Dobbas Spring in the southern portion of the project site (see Figure 3-1 for the location of the spring). The spring is the water source for the currently permitted mining operation in the East Pit

- 14) **AIR QUALITY**- G-26 states: Please refer to Section 4.7 Air Quality. As outlined in Mitigation Measure AQ-1, the project Applicant shall work with the County and NSAQMD to identify an acceptable location to install an air quality monitoring station. Said station shall be used for the on-site monitoring program that will help establish and monitor the most affective Dust Control Measures and Particulate Matter Emissions Control Measures. The monitoring on-site will provide a maximum reading of emissions that will diminish moving away from source.

#### 15) **HAUL ROUTE**

Mitigation Measure Trans-3

The authorized haul route for the operation of the quarry is along Stampede Meadows Road and West Hinton Road. The Applicant shall not alter the haul route without prior authorization from the Nevada County Board of Supervisors. It has been stated numerous times that the haul route for operations of this mine is that of Stampede Meadows Road

and West Hinton. Why does this state “shall not alter the haul route without prior authorization of the County Board of Supervisors”? This haul route should not at any time be altered.

Mitigation Measure Trans-2 states To assure the use of West Hinton Road is the main access to the quarry and the only haul route, the applicant shall maintain the Special Use Permit for the road use across the USFS land with the USFS for the duration of operation of the quarry. Documentation of the USFS permit shall be provided to the County prior to operation of the West Pit and then thereafter with the Development Agreement annual review. Seems Trans-3 could be illuminated and the signage portion could be added at the end of this mitigation.

**TWO TRUCK PER HOUR LIMITATION**

**CURRENT PERMIT MITIGATION MEASURE 8a WHICH THE HIRSCHDALE COMMUNITY AND PLANNING COMMISSIONERS ESTABLISHED TO PROTECT THE HIRSCHDALE COMMUNITY FROM HEAVY TRUCK TRAFFIC FOR THE LIFETIME OF THIS PERMIT.**

**IT READS: IN THE EVENT THAT ALTERNATIVE ACCESS IS UNAVAILABLE (STAMPEDE MEADOWS/WEST HINTON) THEN THE USE OF HIRSCHDALE ROAD SHALL BE LIMITED (AS THE SOLE ACCESS TO THIS SITE) TO TWO LOADED GRAVEL TRUCKS PER HOUR. THE HOURS OF OPERATION SHALL BE RESTRICTED TO 9:00 A.M. TO 5:00 P.M. ON WEEKDAYS ONLY. NO WEEKEND GRAVEL HAULING IS PERMITTED DURING PERIODS WHEN HIRSCHDALE ROAD IS THE ONLY ACCESS TO THIS SITE.**

We would like to see as a condition of this permit U11-008 for the lifetime of permit stating Hirschdale Road from the south will never be used as a haul route in the future.

**Hinton Road accesses the project site from the south, and the route to I-80 is along Hirschdale Road through the Hirschdale Community. Use of this site entrance for quarry operations is not allowed under the current Use Permit (U06-012) and would not be allowed under the proposed project. Access from the south would be allowable for only emergency situations and occasional use by employees outside of the annual operational timeframe of May 1 through October 31. Use of the Hinton Road access by haul trucks would be prohibited. (From EIR)**

Comment: Will this be a condition of this permit? Or a mitigation measure to this permit?

**Upon completion of the new haul route, the prior haul route over the two bridges south of the project site and through the Hirschdale Community was no longer available for use by haul trucks pursuant to U06-012 Use Permit Condition of Approval A6b.**

- 16) **WILDFIRE** We requested water tanks to be required at each phase of mining for fire suppression It is stated in the EIR they have one water truck which also is to keep the roadways at 12@% moisture according to permit. Photos of the Boca gravesite were provided in our response letter.

Comprehensive updates to the State CEQA Guidelines went into effect on December 28, 2018. The updates included reorganization and clarification the analysis of a number of

environmental issue areas. The structure of analysis of this EIR closely follows the Environmental Checklist in Appendix G of the State CEQA Guidelines. Updates to the checklist included: narrowing the scope of aesthetic impacts to focus on impacts at public viewpoints (as opposed to private), moving the analysis of impacts to paleontological resources from the cultural resources section to the geology section; creating a separate section for analysis of wildfire-related impacts.

- 17) **SECONDARY ESCAPE ROUTE** We have had multiple fires in our small little area of Hirschdale. Hirschdale is in a bowl. Fire is an extreme concern for many. We addressed this issue with the Board of Supervisors this last meeting for the Hirschdale bridges that we would like a secondary route to exit Hirschdale. We discussed the use of Hinton to Stampede Meadows road if necessary. I have provided pictures of the Boca fire near the grave site. Having an escape route established for both the mine and the Hirschdale community would be something to consider. It is stated on page 187 as draft Conditional Use Permit Part B Building Department #2 Emergency ingress and egress to be constructed? Where is this emergency ingress egress being constructed?
- 18) **NEW HAUL ROUTE:** The segment of Stampede Meadows Road in the off-site roadway improvement area includes portions under jurisdiction of the Town of Truckee, CPUC, the County and USFS. As previously mentioned, the UPRR corridor is under jurisdiction of the CPUC. In addition, the segment of road north of the UPRR corridor is located entirely within Tahoe National Forest (USFS lands) but has been granted to the County maintenance record pursuant to Board of Supervisors Resolution 74-24.

Does this mean this section of roadway will be part of the County maintained mileage system? Is this new segment implemented to be paved?

- 19) **MAXIMUM TRUCK TRIPS** Staff report page 53 states "The maximum annual mining rate of the proposed project is on million tons; thus, the project could result in a maximum of 55,556 truck trips removing aggregate in such a year, plus a maximum of 13,900 truck trips delivering clean backfill. The estimated maximum number of trips that can be processed per day is 560; or 15,120 trucks per month. With an additional 15 round trips per day for employees and one for maintenance truck for a total of 576 vehicle round trips (maximum) per day, equating to 15,552 per month maximum for all uses. (RDEIR, p 3-8.) This permit is for a 30-year time period. This obviously would diminish the life of the quarry as stated on page 54 of Staff report "Thus if annual production averaged in excess of 570,000 tons per year, the life of the quarry would decrease accordingly. (RDEIR, p. 3-8) This is on a May 1 until October 31, six days per week total of 158 operating days minus any holidays.

The daily number of haul truck trips is based on the rate at which trucks can be loaded, weighed, and charged. The estimated maximum number of truck loads that can be processed per day is 560 loads. As each truck load involves an empty truck entering the site and a full truck exiting the site, the total number of one-way trips per day generated by aggregate exporting trucks would be 1,120 trips.

The amount of clean fill delivery correlates generally with aggregate demand, so years of lower aggregate production are also years of lower backfill acceptance.

The backfill trucks are estimated to haul at most one-quarter of the amount hauled by aggregate exporting trucks, or a total of 2,520 tons per day. With an average of 18 tons per truck, this would generate approximately 140 round trips, or 280 one-way trips.

The actual amount of truck traffic between the Hirschdale Road/I-80 interchange and the site where aggregate is delivered for use in construction or maintenance projects would be determined by regional aggregate demand. This regional aggregate demand and associated local truck traffic would not change regardless of whether aggregate is mined at the project site or at the nearest alternative sources in the Reno/Sparks area, but the truck lengths and vehicle miles traveled would differ.

## 20) REGIONAL DEMAND

It is clear this is a mine for the use of regional demand. (Regional Map was attached to our response) The regional map clearly shows the region that this mine would supply with the eastern side of Truckee dealing with this truck traffic volumes. Our little town of Truckee is being inundated with traffic from all directions as the Town of Truckee continues to grow. Based on the applicant's experience at the Martis Valley Quarry, the maximum amount of backfill to be delivered to the Boca Quarry in any one year would be approximately 250,000 tons, or less in years with lower construction activity.

(historically, the mine has averaged approximately 250,000 tons of material per year). Therefore, while the traffic volumes presented in the Recirculated Draft EIR may occasionally occur.

If needs in the past have not been over that of 250,000 tons why would you not consider the Reduced Alternative as this meets past demands.

## 21) PROJECT OBJECTIVES (Page 94 Staff Report)

*Market Position.* Maintain current company position and market share as a leading regional provider. Staff is recommending the Board rejects this alternative as infeasible because it does not meet Project Objectives, even though it clearly shows this Alternative is overall best when you consider health, welfare and safety.

We ask that you take all of this into consideration before recommending adoption of the Findings of Fact and Statement of Overriding Considerations. These impacts not only affect our community, but also the Town of Truckee.

This permit U11-008 would take place over U06-012 when this permit expires we ask that you take all issues into consideration and implement mitigation measures and conditions of this permit accordingly.