TRPA
APC
PACKETS

DECEMBER
1987
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission
of the Tahoe Regional Planning Agency will conduct its regular meeting
at 9:30 a.m. on December 9, 1987, at the TRPA office, 195 U.S. Highway
50, Zephyr Cove, Round Hill, Nevada. The agenda for said meeting is
attached hereto and made a part of this notice.

December 1, 1987

By: W.A. Morgan
William A. Morgan
Executive Director
Tahoe Regional Planning Agency
AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PUBLIC HEARING (continued from November APC)

A. Chapter 7 (Temporary Uses, Structures and Activities) of the Code of Ordinances (continue to January 13, 1988)

B. Chapter 10 (Structures Housing Gaming) of the Code of Ordinances (continue to January 13, 1988)

C. Chapter 24 (Parking Standards) of the Code of Ordinances

D. Chapter 91 (Air Quality Control) of the Code of Ordinances to Clarify the Prohibition on the Use of Coal in the Tahoe Region (continue to January 13, 1988)

V PLANNING MATTERS

A. Discussion on the Regional Transportation Plan Update and Regional Transportation Plan EIR/EIS

B. Task Force Recommendations on a Land Coverage Banking Program and Rehabilitation Fee Schedules and Staff Recommendation on Land Coverage Banking

VI REPORTS

A. Executive Director

B. Legal Counsel

C. APC Members

D. Public Interest Comments

VII CORRESPONDENCE

VIII PENDING MATTERS

IX ADJOURNMENT
MEMORANDUM

November 30, 1987

To: Advisory Planning Commission

From: Agency Staff

Subject: Chapter 24 (Driveway and Parking Standards) of the Code of Ordinances

Chapter 24 of the Code of Ordinances was adopted by the TRPA on May 27, 1987. As adopted, Chapter 24 only addresses driveway standards and does not contain parking standards. The TRPA currently operates under interim parking standards.

A copy of Chapter 24, as proposed, is attached.

At this time, TRPA proposes only minor changes to Section 24.2 (Driveways) of the adopted Code. These changes clarify the existing language, amend the compliance programs, and incorporate a change to Subsection 24.2.E(1), regarding the tapering of driveways, recommended by the APC at its November, 1987 meeting.

TRPA proposes to adopt Section 24.3 (Parking Standards). These parking standards, and the companion Parking Demand Table, are designed to ensure that uses in the Region provide adequate onsite parking. Offsite or on-street parking is discouraged.

Exceptions to the standards are available with approved parking analyses and for approved community plans.

The staff has also prepared an environmental assessment for the proposed parking standards. A copy of the EA is also attached.

TRPA staff requests that the APC recommend Chapter 24 and the Parking Demand Table for adoption. Any changes resulting from the Transportation/Air Quality subcommittee meeting on Friday, December 4, 1987 will be presented to the commissioners at the APC meeting on December 9, 1987.

If there are any questions regarding this agenda item, please contact Curtis Jordan at (702) 588-4547.

CJ:cs
12/1/87

AGENDA ITEM IV. C.
CHAPTER 24

DRIVEWAY AND PARKING STANDARDS

Chapter Contents

24.0 Purpose
24.1 Applicability
24.2 Driveways
24.3 Parking (Reserved)

24.0 Purpose: This chapter sets forth minimum standards for driveways and parking facilities to minimize interference with traffic flow on the street and highway system of the Tahoe Region.

24.1 Applicability: This chapter is applicable to all development that requires or uses vehicular access or parking.

24.2 Driveways: To ensure organized and well-designed ingress and egress of vehicles from driveways, TRPA shall review the design of driveways according to the following standards and procedures:

24.2.A Driveway Defined: A driveway is a clearly identifiable path of vehicular access from the parking area facility of a parcel to the public right-of-way or other access road. A driveway may be either one-way or two-way.

24.2.B Compliance Program: The standards provisions set forth in Subsections 24.2.C through 24.2.F, inclusive, shall be conditions of approval for projects with driveways, and for projects for which TRPA finds that the driveways are not in compliance with the standards set forth in Subsections 24.2.C through 24.2.F, inclusive, and are causing significant adverse impacts on traffic, transportation, air quality, water quality, or safety. If TRPA finds that driveways associated with existing development are causing such impacts, TRPA may implement corrective measures pursuant to Chapter 9 apply to projects that create a need for a driveway. Projects that do not create a need for a driveway, but are to be served by an existing driveway, may have the provisions required as conditions of approval if the TRPA finds that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

24.2.C General Standards: Driveways shall comply with the following standards:

(1) New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality, and safety.
(2) **Shared Driveways**: In the application of Subsections 24.2.D through 24.2.F, inclusive, TRPA shall encourage shared driveways if TRPA finds that the effect is equal or superior to the effect of separate driveways.

(3) **Role of Community Plans**: Approved community plans may replace the standards in Subsections 24.2.D through 24.2.F, inclusive, with alternative specific provisions, provided such provisions are more appropriate to the situation and provide equal or superior measures to satisfy the environmental thresholds.

(4) **Standards of Caltrans and Nevada Department of Transportation**: On state and federal highways, the ingress/egress standards of the California or Nevada Department of Transportation shall apply, as appropriate, in addition to the standards in Subsections 24.2.D through 24.2.F, inclusive. Where the state standards conflict with Subsections 24.2.D through 24.2.F, inclusive, the state standards shall control.

(5) **Slope of Driveways**: Slopes of driveways shall not exceed the standards of the county or city in whose jurisdiction the driveway is located. Driveways shall not exceed ten percent slope, unless TRPA finds that construction of a driveway with a ten percent or less slope would require excessive excavation and that the runoff from a steeper driveway shall be infiltrated as required in Chapter 25. In no case shall the driveway exceed fifteen percent slope.

(6) **Best Management Practices**: Driveways shall be managed in accordance with Chapter 25.

**Numbers of Driveways**: Additional or transferred development, which does not require a traffic analysis pursuant to Section 93.3, shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road. Additional or transferred development, which requires a traffic analysis pursuant to Section 93.3, shall conform to the ingress/egress provisions necessary to mitigate all traffic and air quality impacts under Section 93.3.
24.2.E  Width of Driveways: Driveway widths shall conform to the following standards:

(1)  Single Family Homes, Including Secondary Residences: Driveways serving single family homes, including secondary residences, shall have a minimum width of ten feet. Where the single family home includes a garage, the driveway shall be at least as wide as the garage door opening for a distance of fifteen feet from the front of the garage, and shall taper to the appropriate width, but no less than 10 feet.

(2)  Other Residential Uses: Two-way driveways serving residential uses other than single family homes shall have a minimum width of 20 feet and a maximum width of 24 feet. One-way driveways serving other residential uses other than single family homes shall have a minimum width of ten feet and maximum width of twelve feet.

(3)  Commercial, Tourist Accommodation, Commercial, Recreation—and Public Service, and Recreation Uses: Two-way driveways serving commercially tourist accommodation, commercial, recreation—and public service, and recreation uses shall have a minimum width of 20 feet and a maximum width of 30 feet. One-way driveways serving such uses shall have a minimum width of ten feet and a maximum width of fifteen feet. For two-way driveways with median dividers serving such development, each direction shall have a minimum width of ten feet and a maximum width of seventeen feet.

24.2.F  Service Drives: Uses other than single family homes, including secondary residences, which do not require the preparation of a traffic analysis pursuant to Section 93.3, may be permitted an additional service driveway for maintenance and garbage removal. The service driveway shall be at least ten feet wide, and no more than twelve feet wide. Uses which require the preparation of a traffic analysis pursuant to Section 93.3 may be permitted an additional service driveway or driveways for maintenance and garbage removal provided the traffic and air quality impacts of such driveways are mitigated under Section 93.3.
Add Section 24.3:

24.3 Parking: To ensure adequate parking facilities for uses in the Region, TRPA shall use the following standards and procedures to determine parking requirements:

23.3.A Parking Facility Defined: A parking facility is a clearly identifiable location for vehicular parking. A parking facility may be a parking area, parking lot, or parking structure.

24.3.B Compliance Program: The provisions set forth in Subsections 24.3.C through 24.3.I, inclusive, shall apply to projects which involve new or expansion of existing development that creates a demand for parking, including recreation and public service projects. Projects not involving new or expansion of existing development may have the standards in 24.3.E required as conditions of approval if the TRPA finds that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

24.3.C Parking Demand: The TRPA shall adopt and maintain a parking demand table for the purpose of estimating the parking demand of uses in the Region. In lieu of the parking demand table, an applicant may submit for TRPA approval a technically adequate parking analysis prepared pursuant to Section 24.3.D. When parking demand for a use is calculated to a fraction, the fraction shall be rounded up to the nearest whole number.

24.3.D Parking Analysis: A parking analysis shall include:

(1) A parking demand estimate; and
(2) Proposed alternatives to the parking standards; and
(3) Methods of ensuring compliance with the alternative standards; and
(4) Additional information that TRPA may require.

24.3.E General Standards: Adequate onsite parking to meet the parking demand of a use shall be provided within the project area.

(1) Single Family Houses, Including Secondary Residences: Only one parking space within a garage or carport shall be considered in determining the adequacy of parking facilities for single family houses, including secondary residences. Stacked parking may occur.
24.3.E

(2) Other Residential Uses: Only one parking space, per unit within a garage or carport shall be considered in determining the adequacy of parking facilities for residential uses other than single family houses. Stacked parking may occur for no more than two vehicles.

(3) Tourist Accommodation, Commercial, Public Service, and Recreation Uses: Tourist accommodation, commercial, public service, and recreation uses shall provide, at a minimum, two parking spaces in addition to one space for each employee for the peak work shift.

(4) Multiple-Uses: If two or more uses share a project area, the parking demand of each use shall be calculated separately. The parking demand of the project area shall be the total of the parking demand of the uses, unless excepted otherwise pursuant to subparagraphs (6) or (7) below.

(5) Fleet Vehicles: Tourist accommodation, commercial, public service, and recreation uses shall provide one parking space for each business or fleet vehicle.

(6) Shared Parking: Shared parking is the use of a parking facility, or portion of a parking facility, by two or more uses. TRPA may approve shared parking facilities provided the applicants execute and record reciprocal agreements for shared parking and TRPA makes the following findings:

(a) The uses have different peak period; and
(b) The parking demand will not overlap; and
(c) The parking facility will meet the peak demand.

(7) Exceptions: Following are specific exceptions to the above standards:

(a) TRPA may permit deviations to the parking standards on the basis of an approved parking analysis prepared pursuant to Section 24.3.D.
(b) For single family houses, TRPA may count each space within a garage or carport as a parking space if reduced setback is allowed pursuant to Section 30.5.D.
24.3.E (c) TRPA may permit deviation from the parking standard if TRPA finds that:

i. There is an existing residential use, other than single family houses, or an existing tourist accommodation, commercial, public service, or recreation use; and

ii. There are existing parking facilities; and

iii. The proposed use does not increase, or reduces, parking demand; and

iv. It is not feasible to increase the parking capacity in the project area.

24.3.F Offsite Parking: Offsite parking shall not be considered in determining the adequacy of parking facilities except as follows:

(1) Temporary Uses: Offsite parking may be permitted for a temporary uses on the basis of an approved parking analysis prepared pursuant to Section 24.3.D.

(2) Deed Restrictions: Based upon an approval of a parking analysis prepared pursuant to Section 24.3.D, TRPA may approve offsite parking provided an appropriate deed restriction is recorded which documents the relationship of the two parcels.

(3) Locations: Locations for offsite parking facilities may be approved by the TRPA if TRPA finds that the offsite parking will not violate other applicable TRPA standards.

24.3.G On-street Parking: On-street parking shall not be considered in determining the adequacy of parking facilities. On-street parking along state or federal highways shall be reduced or eliminated to the extent feasible. Where on-street parking cannot be removed, TRPA may request state and local agencies to implement on-street parking restrictions in designated areas for specific times.

24.3.H Community Plans: Exceptions to the parking standards in this Section may be approved pursuant to an approved community plan.
24.3.I Parking Facility Design: Parking facilities shall be designed to provide the required parking spaces within a minimum amount of area. Parking facilities should minimize coverage and minimize impacts on water quality. Projects may have imposed, as conditions of approval, appropriate provisions of the Design Review Guidelines and the Agency's Handbook of Best Management Practices.
### Table 24-1
Parking Demand Table

**I. RESIDENTIAL**

- **Domestic animal raising**
  - 1 Space/5 Pens; or
  - 1 Space/Corral; or
  - 1 Space/500 s.f. of area devoted to boarding/breeding.

- **Employee housing**
  - (Use *Multiple Family Dwelling Rate*)

- **Mobile Home**
  - 2 Spaces/Unit; and
  - 1 Space/6 Units (Guest Parking)

- **Multiple family dwelling**
  - 1 Space/Unit; and
  - \( \frac{1}{2} \) Space per Bedroom

- **Multi-person dwelling**
  - 1 Space/2 Beds; and
  - 1 Space/Live-in Staff; and
  - 1 Space/10 Beds (Guest Parking)

- **Nursing and personal care**
  - 1 Space/3 Beds; and
  - 1 Space/Staff

- **Residential care**
  - 1 Space/4 Beds; and
  - 1 Space/Live-in Staff; and
  - 1 Space/2 Other Staff; and
  - 1 Space/5 Beds (Guest Parking)

- **Single family dwellings**
  - **Single family house** - 2 Spaces
  - **Other** - (Use *Multiple Family Dwelling Rate*)

- **Summer home**
  - (Use *Single Family House Rate*)

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Parking - 1
II. TOURIST ACCOMODATION

Bed and breakfast facilities
(Use Hotel/Motel Rate)

Hotel, motel, and other transient dwelling units
1 Space/Full-time Administrative Staff; and
1 Space/2 Other Full-time Employees; and
1 Space/3 Part-time Employees; and
1 Space/Guest Room or Unit; and
1 Space/250 s.f. Meeting/Display Area; and
1 Space/400 s.f. Commercial-Retail Area

Time sharing (hotel/motel design)
(Use Hotel/Motel Rate)

Time sharing (residential design)
(Use Hotel/Motel Rate)

III. COMMERCIAL

A. Retail

Auto, mobile home and vehicle dealers
1 Space/Employee; and
1 Space/500 s.f. Gross Sales Area

Building materials and hardware
1 Space/300 s.f. GFA; and
1 Space/2,000 s.f. Gross Site Area

Eating and drinking places
1 Space/75 s.f. GFA; and
1 Space/5 Permanent Seats

Food and beverage retail sales
1 Space/150 s.f. GFA

Furniture, home furnishings and equipment
Furniture - 1 Space/500 s.f. Non-storage Area; and
1 Space/1,000 s.f. Storage Area
Other - 1 Space/300 s.f. GFA

General merchandise stores
Convenience Store - 1 Space/150 s.f. GFA
Other - 1 Space/300 s.f. GFA

Mail order and vending
1 Space/500 s.f. Non-storage Area; and
1 Space/1,000 s.f. Storage Area

Parking - 2
III. COMMERCIAL (Continued)

A. Retail (Continued)

Nursery
1 Space/Full-time Employee; and
1 Space/300 s.f. GFA

Outdoor retail sales
1 Space/Employee; and
1 Space/500 s.f. Gross Sales Area

Service stations
1 Space/300 s.f. Retail/Office Area; and
3 Space/Service Bay

B. Entertainment

Amusements and recreation services
Arcade - 1 Space/150 s.f. GFA
Bowling - 5 Spaces/Lane
Health Spa/Gym - 1 Space/300 s.f. GFA
Ice/Roller Rink - 1 Space/Full-time Employee; and
1 Space/200 s.f. GFA

Tennis (Indoor),
Racquetball, etc. - 1 Space/Employee; and
3 Spaces/Court
Theatre - 1 Space/Employee; and
1 Space/3 Seats
Other - 1 Space/35 s.f. GFA

Gaming-nonrestricted only
1 Space/1.5 Full-time Employees; and
1 Space/3 Part-time Employees; and
1 Space/250 s.f. Casino Floor Area

Privately owned assembly and entertainment
Auditorium - 1 Space/Full-time Employee; and
1 Space/150 s.f. GFA; or
1 Space/3 Seats
Cabaret - 1 Space/2 Employees; and
1 Space/4 Seats
Convention - 1 Space/Full-time Employee; and
1 Space/400 s.f. GFA

Outdoor amusements
Miniature Golf - 3 Spaces/Hole; and
1 Space/250 s.f. Commercial Area

Other - Case-by-Case

Parking - 3
III. COMMERCIAL (Continued)

C. Services

Animal husbandry services
  1 Space/250 s.f. GFA Outside of Kennel

Auto repair and service
  1 Space/300 s.f. Retail/Office Area; and
  3 Space/Service Bay

Broadcasting studios
  1 Space/300 s.f. GFA

Business support services
  1 Space/300 s.f. GFA

Contract construction services
  1 Space/1,500 s.f. GFA Storage; and
  1 Space/300 s.f. GFA Office

Financial services
  1 Space/200 s.f. GFA

Health care services
  1 Space/150 s.f. GFA; and
  1 Space/2 Employees

Laundries and dry cleaning plant
  1 Space/500 s.f. Non-storage Area; and
  1 Space/1,000 s.f. Storage Area

Personal services
  Laundromat -  1 Space/150 s.f. GFA
  Other -  1 Space/250 s.f. GFA

Professional offices
  1 Space/250 s.f. GFA

Repair services
  1 Space/500 s.f. Non-storage Area; and
  1 Space/1,000 s.f. Storage Area

Sales lots
  1 Space/Employee; and
  1 Space/500 s.f. Gross Sales Area

Schools - business and vocations
  1 Space/75 s.f. GFA; and
  1 Space/Staff

Parking - 4
III. COMMERCIAL (Continued)

C. Services (Continued)

Schools - preschool
   1 Space/Employee; and
   1 Space/5 Students

Secondary storage
   1 Space/1,000 s.f. Storage Area

D. Light Industrial

Batch Plants
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Food and kindred products
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Fuel and ice dealers
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Industrial services
   1 Space/350 s.f. GFA

Printing and publishing
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Recycling and scrap
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Small scale manufacturing
   1 Space/400 s.f. GFA

E. Wholesale/Storage

Storage yards
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area

Vehicle and freight terminals
   1 Space/Employee; and
   1 Space/Bay

Vehicle storage and parking
   1 Space/500 s.f. Non-storage Area; and
   1 Space/1,000 s.f. Storage Area
III. COMMERCIAL (Continued)

E. Wholesale/Storage (Continued)

Warehousing
Mini-Warehouse - 1 Space/5 Rental Units; and
Other - 1 Space/Employee

1 Space/1,000 s.f. GFA

Wholesale and distribution
1 Space/500 s.f. Non-storage Area; and
1 Space/1,000 s.f. Storage Area

IV. PUBLIC SERVICE

A. General

Airfields, landing strips, and heliports
Case-by-Case

Cemeteries
Case-by-Case

Churches
1 Space/3 Seats

Collection stations
1 Space/500 s.f. Non-storage Area; and
1 Space/1,000 s.f. Storage Area

Cultural facilities
1 Space/Full-time Employee; and
1 Space/250 s.f. GFA

Day care centers
1 Space/Employee; and
1 Space/5 Students

Government offices
1 Space/250 s.f. GFA

Hospitals
1 Space/Physician; and
1 Space/2 Employees; and
1 Space/2 Beds; and
1 Space/300 s.f. Emergency Room Area

Local assembly and entertainment
(Use Privately Owned Assembly and Entertainment Rate)

Parking - 6
IV. PUBLIC SERVICE (Continued)

A. General (Continued)

Local post office
Case-by-Case

Local public health and safety facilities
1 Space/Employee; and
1 Space/1,000 s.f.

Membership organizations:
Case-by-Case

Power generating
1 Space/Full-time Employee

Publicly owned assembly and entertainment
(Use Privately Owned Assembly and Entertainment Rate)

Public utility centers
3 Space/2,500 s.f. of Facility Area

Regional public health and safety facilities
1 Space/Employee; and
1 Space/1,000 s.f.

Schools - college
1 Space/Faculty or Staff; and
1 Space/2 Full-time Students; and
1 Space/4 Seats in Auditorium, Stadium, or Gymnasium; and
1 Space/100 s.f. Non-classroom Meeting Area

Schools - kindergarten through secondary
Elementary - 1 Space/Faculty or Staff; and
1 Space/50 s.f. Non-Classroom Area

High School - 1 Space/Faculty or Staff; and
1 Space/3 Students; and
1 Space/4 Seats Auditorium, Etc.; and
1 Space/100 s.f. Non-classroom Meeting Area

Social service organizations
Case-by-Case

V. RECREATION

A. Urban Recreation

Day use areas
Case-by-Case
V. RECREATION (Continued)

A. Urban Recreation (Continued)

Recreation centers
1 Space/Full-time Employee; and
1 Space/500 s.f. GFA

Participant sports facilities
Swimming - 1 Space/Full-time Employee; and
1 Space/3 Part-time Employee; and
1 Space/75 s.f. Pool Area
Tennis - 1 Space/3 Courts
Other - Case-by-Case

Sports assembly
1 Space/3 Seats

B. Developed Outdoor Recreation

Beach recreation
Case-by-Case

Boat launching facilities
Case-by-Case

Cross country skiing courses
1 Space/Full-time Employee; and
1 Space/2 Part-time Employees; and
1 Space/7 Skiers @ Maximum Capacity

Developed campgrounds
1 Space/Full-time employee; and
1 Space/3 Part-time Employees; and
1 Space/Campsite or Cabin; and
1 Space/10 Campsites or Cabins (Guest Parking)

Golf courses
Driving Range - 1 Space/Full-time Employee; and
1 Space/Tee
Executive (Par 3) - 1 Space/Full-time Employee; and
40 Space/9 Holes
Other - 1 Space/Full-time Employee; and
1 Space/3 Part-time Employees; and
10 Spaces/Hole

Group facilities
1 Space/1,000 Park Area

Marinas
1 Space/Full-time employee; and
1 Space/3 Moorings or Slips
V. RECREATION (Continued)

B. Developed Outdoor Recreation (Continued)

Off road vehicle courses
Case-by-Case

Outdoor recreation concessions
Case-by-Case

Recreational vehicle park
1 Space/Full-time employee; and
1 Space/3 Part-time Employees; and
1 Space/RV Site; and
1 Space/10 RV Sites (Guest Parking)

Riding and hiking trails
Case-by-Case

Rural sports
Case-by-Case

Skiing facilities
According to the following; where
\[ V = \text{Vertical rise of ski lift facilities; and} \]
\[ C = 80 \text{ percent of capacity in persons per hour; and} \]
\[ S = \text{Required number of spaces.} \]

\[ S = (V \times C) \text{ divided by 4,000.} \]

Snow mobile courses
1 Space/Full-time Employee; and
1 Space/2 Part-time Employees; and
1 Space/7 Snowmobilers @ Maximum Capacity

Undeveloped campgrounds
Case-by-Case

Visitor information center
Case-by-Case

VI. ALL OTHER USES

All other uses
Case-by-Case
MEMORANDUM

November 30, 1987

To: The Advisory Planning Commission

From: Agency Staff

Subject: Discussion on the Regional Transportation Plan Update and Regional Transportation Plan EIR/EIS

The draft TRPA Regional Transportation Plan and EIR/EIS began circulation Friday, October 30, 1987. The circulation period will be for a period of 60 days and will end on Tuesday, December 30, 1987. Comments on the draft documents will be accepted until the circulation closing date. Copies of the draft Transportation Plan and EIR/EIS were distributed to APC members at the November APC meeting.

The Transportation Plan contains six major elements. These include the Planning Data Inventory, Plan Process, Modeling Process, Assumptions and Analytical Results, Goals and Policies and Action Element/Financial Plan. The Transportation Plan covers all aspects of transportation, which include highways, mass transportation, transportation system management (TSM), bicycle and pedestrian facilities, aviation and waterborne services within the Lake Tahoe Basin. The highways and mass transportation improvements require the largest commitment of financial resources to implement.

The staff will provide a report on the major portions of the Transportation Plan and EIR/EIS at the December APC meeting.

If you have any questions, contact Jim Brennan or Leif Anderson at (702) 588-3295.

JB:cs
11/30/87

AGENDA ITEM V. A.
MEMORANDUM

December 1, 1987

To: Advisory Planning Commission

From: Agency Staff

Subject: Task Force Recommendations on a Land Coverage Banking Program and Rehabilitation Fee Schedule

At the October 28, 1987 TRPA Governing Board meeting Agency staff presented the recommendations of the Special Task Force on land coverage banking and the rehabilitation fee schedule. Public comments were also taken on these two matters. This agenda item is for information only; no APC action is requested.

With respect to the land coverage banking program, in October the Governing Board designated the California Tahoe Conservancy as the land banking agency in California. Agency staff intends to recommend in December that the Governing Board adopt the remaining Task Force recommendations on land coverage banking.

With respect to the rehabilitation fee schedule, generally, the public comments were that the interim fee schedule is too complex, unfair to the property owner, and, due to the number of exemptions, may not be cost efficient.

Based on the Task Force report and the public comments, staff is preparing a report evaluating alternative rehabilitation fee schedules for presentation at the December Governing Board meeting. This report evaluates four alternative rehabilitation fee schedules: the interim fee schedule; the interim fee schedule modified in accordance with the Task Force recommendations; a no exemptions fee schedule; and a flat fee schedule based on the cost of the project, total assessed value of the property and square feet of excess coverage. This report will be available on December 8, 1987.

If you have any questions or comments on this agenda item, please contact Greg Goerge at (702) 588-4547.

GG:cs
12/1/87

AGENDA ITEM V. B.