TRPA
APC
PACKETS

JANUARY
1988
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 January 13, 1988, 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.

January 4, 1988

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

A. Chapter 7 (Temporary Uses, Structures and Activities) and Related Amendments to Chapter 2 (Definitions) and Chapter 4 (Project Review and Exempt Activities) of the Code of Ordinances

B. Draft Amended Regional Transportation Plan and Draft Environmental Impact Statement for the Regional Transportation Plan (The comment period on the draft EIS has been extended to January 15, 1988.)

V PLANNING MATTERS

A. Discussion of Threshold Indicators (Chapter 32, Code of Ordinances)

B. Discussion of and Recommendation on Preliminary Community Plan for Tahoe City

C. Discussion of Public Service Facilities List for 1988-1992

D. Discussion of Recreation Facilities List for 1988-1992

E. Status Report on Chapter 24 (Parking and Driveway Standards) of the Code of Ordinances

F. Status Report on Chapter 91 (Air Quality Control) of the Code of Ordinances to Clarify the Prohibition on the Use of Coal in the Tahoe Region

G. Status Report on Chapter 10 (Structures Housing Gaming) of the Code of Ordinances

VI REPORTS

A. Executive Director

B. Legal Counsel

C. APC Members

D. Public Interest Comments
MEMORANDUM

January 4, 1988

To: APC

From: Staff

Subject: Chapter 7, Temporary Uses, Structures and Activities

Proposed Ordinance. Attached is the revised draft of Chapter 7 as per the APC recommendation to reformat and to include a community plan option. Included with Chapter 7 are amendments to Chapters 4 to establish when a permit is required and to Chapter 2 to define certain terms.

Environmental Document. Also, included with this packet is an updated Environmental Assessment addressing the impacts of the proposed ordinance. At this point it appears a finding of no significant impact will be appropriate.

Informational Document. The "English language" translation of the ordinance for the regulation of temporary activities is intended to be an over the counter document and to help the average person understand the rules. It was prepared at the recommendation of the committee and the APC and does not require any action, however, comments would be welcome.

Recommendation. The APC committee reviewed the draft and through consensus of the nine people in attendance recommend approval of the document with the following conditions. The TRPA staff concurs in this recommendation.

1. That the APC withhold any final action on the document until its February meeting to allow Tahoe Basin Association of Governments (TBAG) to review the document and consider local government's commitment to signing MOUs.

2. That TRPA consider through the appropriate process:

   a. Establishment of a ten day response time to any application submitted for a temporary activity (respond to applicant, not to take action);

   b. Establishment of reasonable filing fees;

   c. Establishment of application forms designed for temporary activities and

   d. Establishment of a model draft MOU.
APC Meeting Objective. The APC should conduct a public hearing on this ordinance, discuss as appropriate, and advise staff of any changes recommended before it is presented for final action. The Governing Board will be given a status report on this ordinance at the January meeting.
CHAPTER 7
TEMPORARY USES, STRUCTURES, AND ACTIVITIES

Chapter Contents

7.0 Purpose
7.1 Applicability
7.2 General Standards
7.3 Temporary Uses
7.4 Temporary Structures
7.5 Temporary Activities within Community Plans
7.6 Standards for Temporary Activities
7.7 Seasonal Uses and Structures Distinguished

7.0 Purpose: The purpose of this chapter is to ensure that projects of limited duration and impact, including temporary uses, structures, and activities, comply with the standards of the Compact and the Goals and Policies. As to temporary activities such as special events, the purpose is to identify those major events which may have substantial impacts and through a cooperative government and community effort mitigate those impacts.

7.1 Applicability: This chapter applies to all temporary uses, structures, and activities, proposed and existing.

7.2 General Standards: Impacts resulting from temporary projects, mitigated or not, shall be limited to the approved period. Temporary projects shall not be approved if significant adverse impacts may occur after the approved period. Temporary projects shall not result in the creation of permanent structures or uses. Temporary projects shall provide adequate security to ensure removal of any temporary structures and improvements and to ensure implementation of required mitigation.

7.3 Temporary Uses: TRPA may approve a temporary use for a period not to exceed six months, and may extend the original approval period once for an additional six months. Temporary uses listed in a Plan Area Statement shall be considered either allowed or special uses as set forth in the Plan Area Statement. Temporary uses not listed in a Plan Area Statement shall be considered special uses under Chapters 18 and 51.

7.3.3 Review Standards: Temporary uses shall comply with all other provisions of this Code, except that they are exempt from the allocation limits in Chapter 33 and the mitigation fee requirements of Chapters 20, 56, 92, and 93.
7.3.A Existing Temporary Uses: A temporary use legally commenced prior to the effective date of the Regional Plan may be continued pursuant to the applicable permit, if any, for three years from the effective date of the Regional Plan or until any applicable permit expires, whichever is sooner.

7.4 Temporary Structures: Except where noted below, TRPA may approve a temporary structure for a period not to exceed six months, and may extend the original approval period once for an additional six months. Where the temporary structure is associated with a temporary activity, TRPA shall limit any approval to the period specified in the permit for the temporary activity.

7.4.A Review Standards: Temporary structures associated with permanent or temporary uses shall comply with the provisions of this code, except that they are exempt from the allocation limits in Chapter 33; the permanent BMP requirements of Chapter 25; and the mitigation fee requirements of Chapters 20, 56, 82, and 93. Temporary structures associated with a temporary activity shall comply with the standards of Section 7.6.

7.4.B Temporary Classrooms: Temporary classrooms for public schools may be permitted for up to three years as temporary structures except that the retrofitting requirements of Chapter 25 shall be imposed if the period exceeds one year.

7.4.C Existing Temporary Structures: A temporary structure legally established prior to the effective date of the Regional Plan may be continued pursuant to the applicable permit, if any, for three years from the effective date of the Regional Plan or until any applicable permit expires, whichever is sooner.

7.4.D Temporary Structures For Construction Projects: Temporary structures necessary for construction of a TRPA approved project may be approved for the time required to construct the project.

7.5 Temporary Activities In Community Plan Areas: Community plans may set forth standards for temporary activities equivalent to the standards set forth in Section 7.6. Upon approval of the community plan, temporary activities within the boundaries of the community plan shall comply with those standards in the community plan.

7.5.A Interim Standards: Until and unless standards are adopted in a community plan, the provisions in Section 7.6 shall apply.
7.5.B **Special Event Areas:** Community plans may designate special event areas within the community plan boundaries. Eligible temporary activities occurring in the special event area would be exempt from TRPA approval. Eligibility shall be equivalent to the standards of Section 7.6.

7.6 **Standards For Temporary Activities:** Except as may be provided for under Subsection 7.5., temporary activities shall comply with the general standards of Section 7.2 and the following standards:

7.6.A **Land Coverage:** Temporary activities may create temporary land coverage and disturbance subject to the following conditions:

1. The temporary coverage or disturbance shall be the minimum necessary for the activity;
2. There shall be no grading or vegetation removal which requires a permit from TRPA;
3. No disturbance, other than that ordinarily exempted in Chapter 4, shall be permitted in lands classified 1a, 1b (SEZ), 1c, 2, 3, or backshore except where it is found:
   a. the land is disturbed and,
   b. there is no feasible alternative which reduces impacts; and
4. Temporary coverage shall be removed and disturbed areas revegetated and all impacts mitigated upon completion of the event.

7.6.B **Parking:** When in the judgement of the reviewing authority there is sufficient cause to question the availability of parking, applications for temporary activity permits not exempted by Section 4.6 may be required to include a parking analysis and plan. An analysis of parking demand shall be pursuant to subsection 24.4.A of the Code. A parking plan shall include an identification of available on-site parking, off-site parking, and on-street parking to meet the demand; a proposed parking plan; identification of potential adverse impacts which may result from the plan; identification of mitigation measures necessary to avoid such impacts; and an implementation program to ensure mitigation takes place.

7. Parking on Unpaved Areas: The reviewing authority may approve parking on unpaved areas, off-site parking, or on-street parking, notwithstanding the normal limitations of Chapter 26 of this Code, provided it finds that any adverse impacts are mitigated to a less than significant level.
7.6.C BMPs: Temporary activities shall comply with the requirements for temporary BMPs in Chapter 25. If the activity causes or continues to cause land disturbance, the reviewing authority may require application of permanent BMPs to all or a portion of the project area.

7.6.D Outdoor Advertising: Temporary activities shall comply with the standards for temporary signs set forth in Chapter 26 or the interim standards, whichever apply.

7.6.E Noise: Temporary activities may create noise levels that exceed the noise thresholds provided the reviewing authority notices the affected property owners utilizing standard notification procedures and the activity is:

(1) In a commercial/public service or tourist PAS and is limited to ten hours duration between 8 A.M. and 10 P.M.; or

(2) A race or exhibition limited to six hours duration during daylight hours.

7.6.F Traffic Mitigation: Temporary activities are exempt from Chapter 93. Applicants for temporary activities that require the closure of a traffic lane or intersection of a state or federal highway for more than one hour, or the closure of U.S. 50 from the South Y to Kingsbury Grade for any period of time, shall submit, as part of the project application, a traffic analysis including identification of necessary mitigation measures, pursuant to subsection 93.3.B of this Code.

7.6.G Allocations: Temporary activities are exempt from the allocation requirements of Chapter 33.

7.6.H Mitigation Fees: Temporary activities are exempt from the mitigation fee requirements of Chapters 20, 56, 82, and 93.

7.6.I Other Standards: All other provisions of the Code shall apply to temporary projects, as applicable.

7.7 Seasonal Uses and Structures Distinguished: Uses and structures operated for more than 14 consecutive days or seasonally on a year to year basis are considered permanent uses and structures. Permanent uses and are regulated according to the full provisions of this Code.
Chapter 4 amendments to establish what temporary uses, structures, and temporary activities are exempt from TRPA review:

4.6 **Temporary Uses, Structures, and Activities**: The following activities are exempt from review and approval by TRPA.

4.6.A **Accessory Special Events**: Temporary activities considered part of or accessory to a primary use such as sporting events at a school, a golf tournament at a golf course, a ski race at a ski area, a conference at an assembly and entertainment facility, a special event at a community plan special event area, an event at a cultural facility or recreation center, and a garage sale at a residence are exempt from TRPA review and approval if the activity and its impacts are contained within the project area and meet the criteria in Subsection 4.6.C or if applicable, the conditions of approval of the primary use.

4.6.B **Temporary Uses and Structures**: Temporary uses and structures shall be determined exempt pursuant to the standards set forth for permanent uses and structures as set forth in this chapter.

4.6.C **Temporary Activities**: The following temporary activities are exempt:

1. **Temporary Activities (without MOU)**: Temporary activities not covered by the memoranda of understanding in Subparagraph 4.6.C(2) are exempt provided the activity complies with the criteria set forth below:

a. The temporary activity does not require parking in unpaved areas;

b. The temporary activity does not require the closure of a traffic lane or intersection of a state or federal highway except for emergencies, for more than one hour, or in the case of Highway 50 from the South Y to Kingsbury Grade for any period of time;

c. The temporary activity does not discharge pollutants affecting attainment of air quality standards or visibility standards (outdoor recreation/cook fires are exempt by Chapter 91);

d. The temporary activity does not discharge pollutants affecting attainment of water quality standards (examples of pollutants include discharges of grease, oil, runoff water, human waste, garbage, and chemicals).
(e) The temporary activity does not create noise levels which exceed the noise limitations set forth in Chapter 23 (Chapter 23 exempts legal fireworks displays);
(f) The temporary activity does not create permanent or temporary land disturbance or removal of vegetation; and
(g) The temporary activity does not exceed 14 consecutive days duration and does not occur within a project area more than four times in a calendar year.

(2) Temporary Activities (MOU): Temporary activities not exempted pursuant to the criteria in 4.6.C(1)(a) through (g) and reviewed and approved by local government, U.S. Forest Service, or state agency pursuant to an MOU between TRPA and the reviewing authority, provided the permitting authority applies the provisions of Sections 7.2, 7.5, and 7.6.

Although outdoor retail sales are considered a permanent use, certain holiday sales lots are temporary in nature and require special exemption considerations. Add new Subsection 4.3.H as follows:

4.3.H Holiday Outdoor Retail Sales: Outdoor retail sales associated with holidays, such as Christmas tree sales lots, are exempt provided the activity does not require parking on unpaved areas, does not create land coverage or disturbance, does not exceed more than six consecutive weeks duration, is located in a Commercial/PS or Tourist Plan Area, there are no continuing adverse impacts, has been approved by the applicable local government and has a statement filed pursuant to Section 4.3.

Add the following definitions to Chapter 2 as follows:

Temporary Use: A temporary use is a primary use listed in the Table of Primary Uses in Chapter 19 or as set forth in Chapter 51 or an accessory use approved as a nonpermanent use for a period of operation not to exceed twelve months.

Temporary Structure: A temporary structure is a structure or improvement approved to exist for a period not to exceed twelve months or, in the case of a temporary activity, the time limit set forth in the permit, in the case of temporary classrooms for public schools not to exceed three years, or in the case of a construction project not exceeding the time limits of the permit.

Temporary Activity: A temporary activity is an organized activity which does not occur more than four times in a calendar year, and does not exceed fourteen consecutive days in duration.
PROPOSED TRPA TEMPORARY ACTIVITY REGULATIONS

WHAT IS A TEMPORARY ACTIVITY?

Temporary activities are organized activities that do not exceed more than fourteen (14) consecutive days and do not occur more often that 4 times during a calendar year within a given area. Most special events are considered temporary activities. Seasonal uses lasting more than 14 days are not temporary activities, but are permanent uses subject to different rules.

MOST TEMPORARY ACTIVITIES ARE EXEMPT FROM TRPA REVIEW

The following are exempt:

— Special events associated with existing uses such as a ski race at a ski area, a conference at a convention facility, a sporting event at a school, golf tournament at a golf course, an event at a cultural facility or recreation center, a garage sale at a residence, parties at homes, and weddings at churches and chapels.

— Special events that do not have a substantial environmental impact.

— Special events reviewed and approved by local, state or federal government in accordance with the standards listed below.

— Special events in community plan designated special event areas.

WHAT TEMPORARY ACTIVITIES REQUIRE PERMITS?

Activities (including special events) of substantial environmental impact require permits according to the Tahoe Regional Planning Compact. If the activity does any of the following impacts, it will require a permit:

• Requires closing of a lane or intersection of a state or federal highway, except for emergencies, for more than one hour or in the case of Highway 50 from the Y to Kingsbury any period of time.

• Discharges significant pollutants into the air (campfires/cook fires are not considered dischargers).

• Discharges significant pollutants affecting water quality such as discharges of grease, oil, muddy water, human waste, garbage, and chemicals.

• Creates excessive noise beyond TRPA standards (legal fireworks are exempted).

• Creates any permanent or temporary land disturbance or removal of vegetation or has parking in unpaved areas.

WHO REVIEWS AND APPROVES A TEMPORARY ACTIVITY WHEN IT IS REQUIRED TO HAVE A PERMIT?

If it is agreeable to the local government, the state, or federal agency of jurisdiction, they may elect to review the activity instead of TRPA. If this agreement (MOU) is not established, TRPA will review the temporary activity.
WHAT ARE THE STANDARDS FOR REVIEW WHEN AN ACTIVITY NEEDS A PERMIT?

Due to the limited time and impact of temporary activities, special review standards need to be established. In general, the special standards are more flexible than the regular TRPA standards that apply to permanent projects. These standards are as follows:

**Land Coverage:** Temporary activities may be permitted temporary land coverage and disturbance subject to the following conditions:

1. The temporary coverage or disturbance shall be the minimum necessary for the activity;
2. There shall be no grading or vegetation removal which requires a permit from TRPA;
3. No disturbance, other than that ordinarily exempted in TRPA's Chapter 4, shall be permitted in lands classified 1a, 1b (SEZ), 1c, 2, 3, or backshore except when the land is already disturbed and there is no other alternative; and
4. Temporary coverage shall be removed, disturbed areas revegetated, and impacts mitigated upon completion of the event.

**Parking:** If there are serious questions about the availability of parking, an applicant for a temporary activity may be required to prepare a parking analysis and plan. Temporary activities may be permitted parking on unpaved surfaces, on street parking, and off site parking.

**BMPs:** Temporary activities shall comply only with the requirements for temporary BMPs (BMP stands for Best Management Practices which refers to water quality protection measures). When the temporary activity causes or continues to cause land disturbance, the reviewing authority may require application of permanent BMPs to all or a portion of the project area.

**Signs:** Temporary activities shall comply with the standards for temporary signs.

**Noise:** The noise standards of Chapter 23, shall apply in most cases. Temporary activities may be permitted to exceed the noise standards provided the activity is subject to public notice and is in a commercial area and is limited to 10 hours duration between 8 A.M. and 10 P.M. or is a race or exhibition limited to six hours duration during daylight hours.

**No Permanent Impacts:** Impacts resulting from the temporary activities shall be limited to the approved period. Temporary activities shall not be approved if significant adverse impacts may occur after the approved period. Temporary activities shall not result in the creation of permanent structures or uses. Temporary activities shall provide adequate security to ensure removal of any temporary structures and improvements.

**Road Closures:** Temporary activities are exempt from Chapter 93. Temporary activities requiring a road closure shall submit and implement a traffic mitigation program including detour and traffic management plans.

**Allocations:** Temporary activities are exempt from the allocation limitations set forth in Chapter 33.

**Mitigation Fees:** Temporary activities are exempt from the mitigation fee requirements of Chapter 20 Land Coverage, Chapter 56 Mitigation Fee Requirements, Chapter 82 Water Quality Mitigation, and Chapter 93 Traffic and Air Quality Mitigation. This does not exempt temporary activities from requirements to mitigate identified impacts.

**Other Standards:** As applicable the other provisions of this Code shall apply to temporary projects.

YOU STILL HAVE QUESTIONS OR SUGGESTIONS?

Call TRPA Planner Gordon Barrett at 702-598-4547 or submit written comments to TRPA, P.O. Box 1038, Zephyr Cove, Nevada 89446. Chapter 7 containing these regulations is scheduled for APC and Governing Board consideration in January 1986.
ENVIRONMENTAL ASSESSMENT

ADOPTION OF CHAPTER 7

REGIONAL PLAN: CODE OF ORDINANCES

Prepared by:

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

JANUARY, 1988
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I. INTRODUCTION

The Tahoe Regional Planning Agency (TRPA) has prepared this environmental assessment for the proposed action, the adoption of Chapter 7 of the Code of Ordinances to determine whether an environmental impact statement is required. Much related environmental information has already been documented in the following documents, incorporated into this document by reference:


Supplement to the Environmental Impact Statement for Adoption of a Regional Plan for the Lake Tahoe Region, TRPA, 1986.

Response to Comments, EIS for Adoption of a Regional Plan for the Lake Tahoe Region, TRPA, 1984.

Environmental Impact Statement for Adoption of a Regional Plan for the Lake Tahoe Region, TRPA, 1983.

This draft Environmental Assessment was distributed to the TRPA Advisory Planning Commission and all other interested and affected persons, in conjunction with public hearings conducted by the APC. After the brief comment period, TRPA incorporated the comments, reissued the Environmental Assessment, and will conduct another public hearing before taking action on the proposed action. Address any comments to:

David S. Ziegler, Chief
Long Range Planning Division
Tahoe Regional Planning Agency
P.O. Box 1038
Zephyr Cove, NV 89448
II. DESCRIPTION OF THE PROPOSED ACTION

A. Purpose of the Proposed Action

The purpose of the proposed action is to implement, through the adoption of these ordinance provisions, the Regional Plan Goals and Policies for Lake Tahoe Region, as amended, and the Tahoe Regional Planning Compact. This chapter will add a chapter to the Code establishing regulations and policies regarding temporary uses, structures and activities.

B. Affected Environment

This EIS does not attempt to repeat the comprehensive statement on the affected environment set forth in the 1983 EIS for Adoption of a Regional Plan for the Lake Tahoe Basin and supplement. Instead, it summarizes the material included in that EIS, both directly and by reference, for the convenience of the reader. Where applicable, this EA includes updated information.

General. The Tahoe Basin is situated in the Sierra Nevada mountain range, about 100 miles east of Sacramento, California. The elevation of Lake Tahoe is approximately 6,229 feet above sea level. The watershed consists of about 200,000 acres of land, ranging from meadows and level plains to steep mountain slopes. The climate is characterized by long, relatively mild winters and short, dry summers. Pacific storms are responsible for most precipitation, which falls mostly as snow.

Lake Tahoe. Lake Tahoe is unique because of its exceptional clarity, depth, and size. The Lake is "ultra-oligotrophic," meaning that it is extremely clear with low concentrations of nutrients to support algae growth, and high oxygen levels.

Lake Tahoe is suffering from a water quality problem known as accelerated eutrophication, or aging. This is a common problem in lakes throughout the world, and—in many instances—a manageable problem. The cause of this accelerating aging process is elevated levels of algal nutrients (mainly nitrogen and phosphorus) to the Lake and the Lake’s long residence time, which tends to trap nutrients.

Natural nutrient cycles in the environment have been disrupted by man’s activities. Such phenomena as soil disturbance, altered hydrology, disturbed wetlands, air pollution (both local and transported), shoreline erosion, and leaching of fertilizer and sewage from the watershed contribute nutrients to the Lake. The nutrient budgets are out of balance, resulting in increasing storage of nutrients in the Lake, with the result that the Lake is aging at an abnormally rapid rate. (For more details, see the 1987 PEIS.)
Land Use. The urbanized portion of the Tahoe Basin is relatively small, and generally located near Lake Tahoe. In 1981, the TRPA estimated the permanent population of the Region at about 45,000 persons on an average summer day. Overnight visitors increase summer populations to over 90,000. Over 77 percent of the Tahoe Basin is in public ownership, with the majority of these lands administered by the United States Forest Service.

Because of concerns about development of sensitive lands in the Tahoe region, both the State of California and the United States Forest Service are conducting land acquisition programs. Since 1982, these two agencies have acquired approximately 7500 acres of land, at a cost of over $35 million.

Transportation. The main feature of the existing transportation system in the Region is a network of state and U.S. highways that surrounds Lake Tahoe, with seven major entrances from outside the region. In the last five years, a large number of needed highway operational improvements have been made. The system also includes the South Lake Tahoe Airport, which accommodates about 95,000 enplaned passengers a year; the STAGE and TART bus systems; ski shuttle buses; excursion waterborne service; and many other private service providers (e.g., taxis, paratransit, casino shuttles).

The Agency estimates the 1981 level of vehicles miles travelled (VMT) at 1.7 million on an average peak summer day. The region experiences peak-period traffic congestion both on the U.S. 50 corridor on the South Shore and in the Tahoe City area on the North Shore. Since 1981, traffic counts at the Nevada-side entry points have increased between 3% and 6.2%, while counts at the California-side entry points have decreased between 3% and 15%. The most-recent TRPA staff estimates of regional VMT show a decrease of 3% between 1981 and 1985. The exact causes of these decreases are not known, but changes in the national economy, the local economy, the price of gasoline, the weather, the attractiveness of Lake Tahoe as a tourist destination, and competing destinations have all probably contributed. The TRPA thresholds require a 10% reduction in VMT from the 1981 values.

Air Quality. The region's air quality is generally good, but problems do exist with violations of state and federal carbon monoxide standards, degradation of visual range, and direct inputs of nutrients, particularly nitrogen compounds, to Lake Tahoe. The main local sources of air pollution are motor vehicles and wood heaters.

Vegetation. The vegetation of the region is integral to the maintenance of scenic quality, wildlife, and water quality. Vegetative abundance and composition are continually changing. Logging, fire suppression, and development have changed natural vegetative succession. Areas of marsh, meadow, and deciduous riparian vegetation have been dramatically reduced by urbanization. The importance of these areas for controlling nutrient and sediment release to the waters of the region cannot be overemphasized.
Wildlife and Fish. A wide variety of wildlife (about 260 different species) lives in the Tahoe Basin part or all of the year, including black bears, deer, bald eagles, and waterfowl. A major area of concern for wildlife is the provision of a minimum number of population sites for special interest species, such as various birds and deer. Fishing resources have always been an important part of Tahoe's environment. As with wildlife, provision of adequate habitat is a major area of concern.

Soils. The protection of soil resources is critical to the maintenance of both water quality and vegetation. Soil protection is difficult because of the steep topography, high erosion potential of some soils, loss of plant cover, and physical disturbance. The Soil Survey for the Tahoe Basin [USDA, 1974] identifies 49 soil types grouped into ten soil associations.

The sensitivity of various soil types is described in the Soil Survey and in Land-Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide for Planning [Bailey, 1974], which incorporates information on soils, hydrology, geomorphology, and vegetation into tolerance levels for disturbance. The Bailey report establishes seven capability classes and recommends limits on impervious coverage from one to 30 percent to ensure an adequate natural hydrologic function of the soil.

Shoreline. The varied shoreline of Lake Tahoe is a major contributor to the values of the region. Demands for shoreline use are intense and competitive. The shoreline is 71 miles long; 70 percent is in private ownership. Recreation and open space are the dominant uses, however.

Scenery. The scenic quality of the Tahoe Basin is often magnificent. The Tahoe Basin provides a unique combination of visual elements. The condition of the scenic resources is described and interpreted through extensive inventories of past and present conditions, viewed from major roads, bikeways, recreation areas, and Lake Tahoe itself. Since the first visual quality surveys were made in 1972, there has been a documented decline in scenic quality in the Tahoe Region.

Public Services and Facilities. Numerous districts provide water and sewer services in the Tahoe region. Drinking water is drawn from Lake Tahoe, smaller lakes, streams, and groundwater by public systems, mutual water companies, and individuals. The 1969 California-Nevada Interstate Water Compact (which was not ratified by the U.S. Congress) limited water diversions for use to 23,000 acre-feet per annum (afa) in California, and to 11,000 afa in Nevada. The estimated current use is about 16,500 afa in California and 9,100 afa in Nevada. Five major systems provide collection and treatment of sewage in the region. Virtually the entire region is served by sewers, and all sewage is exported from the region in accordance with state laws.
According to the 1983 EIS, many water supply systems in both California and Nevada are in need of upgrading to ensure delivery of adequate quantities of water for domestic and fire suppression purposes. Necessary improvements include new water lines, storage facilities, and hydrants. The South Tahoe Public Utility District (STPUD), which provides sewage treatment for the South Shore from the stateline to Emerald Bay has allocated all of its existing capacity, and cannot make any new commitments until it expands its treatment capacity.

The Economy. The Tahoe Basin’s economy is largely visitor-based. The demand for commercial space is highly dependent on visitor expenditures. Much of the existing commercial space serves local residents, but these residents depend largely upon visitors for their income. Tourism varies from season to season, with peak season occurring in July and August. The winter peak, in February and March, is about 60% of the summer peak, on a population basis. The most recent estimate of total annual visitor days is ten million.

Excluding hotels and motels, there currently exist about four million square feet of commercial floor space in the region, with about 70 percent devoted to retail use. Current commercial lease rates are low, relative to other urban areas.

In the period from 1978 to 1984, total retail expenditures in South Lake Tahoe declined about 20 percent, when adjusted for inflation. Retail sales on the North Shore are also declining. Data on tourist commercial facilities (hotel-motel) indicate a decline similar in magnitude to the decline in retail sales for all types of lodging except the casino hotels. Average annual motel occupancy ranges from 39 percent on the North Shore to 50 percent on the South Shore. Average occupancy rates have declined 10 percent since 1978. [TRPA, 1986a.]

C. Background of the Proposed Action


With respect to the specific action described in this EA, the background is as follows:

1. The Compact: The Tahoe Regional Planning Compact (Public Law 96-551, December 19, 1980) provides specific direction for planning (Article V). 2. In the Compact, projects are defined as activities which may substantially affect the land, water, air, space or any other natural resources of the region. No projects may take place without TRPA review and approval. Projects may be approved only after making the finding that the project will not adversely affect the implementation of the Regional Plan and will not cause the environmental threshold carrying capacities to be exceeded.

2. Environmental Threshold Carrying Capacities: The foundation of TRPA's Regional Plan are the Environmental Threshold Carrying Capacities developed pursuant to Article V(b) of the Compact. The Threshold standards were adopted in August, 1982.

EA-9
3. Regional Plan Goals and Policies: Pursuant to Article V(c) of the Compact, the TRPA must adopt a Regional Plan that attains and maintains all Threshold standards. The Regional Plan Goals and Policies were adopted on September 17, 1986.

The Conservation Element of the Goals and Policies calls for maintenance and restoration of wetlands, meadows, and other riparian vegetation in recognition of their useful function in preserving water quality and quantity. Such vegetation is critical to maintain several thresholds including plant and wildlife diversity, recreation, scenic quality, soil conservation, and SEZ restoration.

D. Description of the Proposed Action

Chapter 7: Temporary Uses, Structures, and Activities:

This ordinance spells out regulations and related amendments to Chapter 4 and 2 for temporary projects, those projects for which impacts would be limited in time and effect.

The applicable definitions and standards are described below.

Temporary Use: A temporary use is a primary use listed in the Table of Primary Uses in Chapter 18 or as set forth in Chapter 51 or an accessory use approved as a nonpermanent use for a period of operation not to exceed twelve months.

Temporary uses could be approved for up to six months, with the possibility of extension for an additional six months. Projects exceeding one year would be classified as permanent projects. Temporary uses listed in a particular PAS would be allowed or special uses consistent with the PAS. Those not listed would be considered special uses.

Temporary uses must comply with all provisions of the Code except for allocation limits and mitigation fees.

Temporary Structure: A temporary structure is a structure or improvement approved to exist for a period not to exceed twelve months or, in the case of a temporary activity, the time limit set forth in the permit, in the case of temporary classrooms for public schools not to exceed three years, or in the case of a construction project, not to exceed the time limits of the permit.

Temporary structures would be required to meet the development standards of the Code except for allocation limits, permanent BMP requirements, and mitigation fees, except that temporary classrooms will be subject to retrofitting requirements for BMPs if in use for more than a year.

Use of existing temporary structures may be continued for up to three years or to the time limit of the applicable permit.

Temporary structures related to temporary activities will be subject to the same review standards as temporary activities (see below).
Temporary Activity: A temporary activity is an organized activity which does not occur more than four times in a calendar year, and does not exceed fourteen consecutive days in duration.

Temporary activities related to a primary use would be subject to the same regulations applicable to the primary use. Temporary events accessory to a primary use would be exempt from TRPA review if the events and their impacts remained within the confines of the primary use and were consistent with the conditions of the primary use, or were otherwise exempt.

Temporary activities within areas having approved community plans will comply with the standards set forth in the community plan. Community plans may designate special event areas and eligible temporary activities using the designated area would be exempt from TRPA review.

Land coverage: Temporary activities may be permitted temporary land coverage and disturbance subject to the following conditions:

1. The temporary coverage or disturbance shall be the minimum necessary for the activity;
2. There shall be no grading or vegetation removal which requires a permit from TRPA;
3. No disturbance, other than that ordinarily exempted in TRPA's Chapter 4, shall be permitted in lands classified 1a, 1b (SEZ), 1c, 2, 3, or backshore except when the land is already disturbed and there is no other alternative; and
4. Temporary coverage shall be removed, disturbed areas revegetated, and impacts mitigated upon completion of the event.

Parking: If there are serious questions about the availability of parking, an applicant for a temporary activity may be required to prepare a parking analysis and plan. Temporary activities may be permitted parking on unpaved surfaces, on street parking, and off site parking.

BMPs: Temporary activities shall comply only with the requirements for temporary BMPs (BMP stands for Best Management Practices which refers to water quality protection measures). When the temporary activity causes or continues to cause land disturbance, the reviewing authority may require application of permanent BMPs to all or a portion of the project area.

Signs: Temporary activities shall comply with the standards for temporary signs.

Noise: The noise standards of Chapter 23, shall apply in most cases. Temporary activities may be permitted to exceed the noise standards provided the activity is subject to public notice and is in a commercial area and is limited to 10 hours duration between 8 a.m. and 10 p.m. or is a race or exhibition limited to six hours duration during daylight hours.
No Permanent Impacts: Impacts resulting from the temporary activities shall be limited to the approved period. Temporary activities shall not be approved if significant adverse impacts may occur after the approved period. Temporary activities shall not result in the creation of permanent structures or uses. Temporary activities shall provide adequate security to ensure removal of any temporary structures and improvements.

Road Closures: Temporary activities are exempt from Chapter 93. Temporary activities requiring a road closure shall submit and implement a traffic mitigation program including detour and traffic management plans.

Allocations: Temporary activities are exempt from the allocation limitations set forth in Chapter 33.

Mitigation Fees: Temporary activities are exempt from the mitigation fee requirements of Chapter 20 Land Coverage, Chapter 56 Mitigation Fee Requirements, Chapter 82 Water Quality Mitigation, and Chapter 93 Traffic and Air Quality Mitigation. This does not exempt temporary activities from requirements to mitigate identified impacts.

Other Standards: As applicable the other provisions of the Code shall apply to temporary projects.
III. RELATIONSHIP TO LAND USE, POLICIES, AND CONTROLS

A. Federal

1. Federal Water Pollution Control Act

   a. Section 208

   The TRPA is a designated areawide planning agency under section 208 of the Federal Water Pollution Control Act Amendments (FWPCA, 33 U.S.C. 466 et seq.) In 1981, the TRPA adopted the Lake Tahoe Basin Water Quality Management Plan ("208 Plan"), which California and Nevada certified and the U.S. Environmental Protection Agency (EPA) approved.

   The TRPA's 208 Plan, adopted in Ordinance 81-4, includes some provisions which differ between the California and Nevada sides of the Region. On the California side, the 208 Plan prohibits discharge of runoff from impervious coverage in excess of the Bailey coefficients. On the Nevada side, the Plan prohibits land disturbance in any area with land capability 1 through 3.

   Chapter 7, contemplates temporary coverage in excess of 208 Plan standards, but only on land capability 4 through 7, for no more than 14 consecutive days, and with the application of BMPs. The 208 Plan does not have a specific policy relating to temporary coverage.

   b. Section 303(e)

   Section 303(e) of the FWPCA gives the states the authority to adopt water quality plans for their waters. These plans generally identify beneficial uses of surface and groundwaters, set water quality objectives, and recommend implementation programs. The law requires consistency between state 303(e) plans and areawide 208 plans. Federal policy for Lake Tahoe waters is one of non-degradation.

   California. The State Water Resources Control Board (SWRCB) has adopted two plans under section 303(e) that apply to the Tahoe Region. In 1975, the SWRCB adopted the Water Quality Control Plan for the North Lahontan Basin, which identifies beneficial uses, water quality objectives, and implementation programs for the entire North Lahontan Basin.

   In 1980, the SWRCB also adopted a water quality control plan specifically for the Tahoe Region. [Lake Tahoe Basin Water Quality Plan, September 29, 1980, amended 1983.] This plan superseded the North Lahontan Basin Plan, to the extent they are inconsistent. This plan includes the California-side provisions of the TRPA 208 Plan. As with TRPA's 208 Plan, the SWRCB's 1980 Plan does not contain a specific policy on temporary coverage.
Nevada. Nevada has also adopted a 303(e) plan for the Tahoe Region, which identifies beneficial uses and water quality objectives.

In the context of the Regional Plan of the TRPA, which has numerous water quality regulations and mitigation programs, this ordinance is not inconsistent with 208 or 303(e) plans.

2. Clean Air Act

The federal Clean Air Act (42 USC 1857 et seq.) requires each state to develop and submit to EPA for approval a state implementation plan (SIP) providing for the attainment of national ambient air quality standards (NAAQS). Both Nevada and California designated the Tahoe Basin as a non-attainment area for carbon monoxide (CO), and designated TRPA to develop an attainment plan under the provisions of the Clean Air Act.

The TRPA adopted a plan to meet the CO standards in 1979, which Nevada incorporated into its SIP, which gained subsequent EPA approval. In 1982, TRPA adopted a second plan, which California incorporated into its SIP, which also gained EPA approval. Nevada has demonstrated attainment in the Nevada portion of the Region and has requested redesignation to attainment status. California has requested redesignation to attainment status for the portion of Placer County in the Tahoe Region.

The 1982 Air Quality Plan contains six control measures to meet the CO standard, none of which would be affected by the proposed action. The 1982 Air Quality Plan is currently under revision by TRPA, and will be the subject of upcoming environmental documentation.

3. Land and Resource Management Plan, United States Forest Service

The present US Forest Service Land Management Plan was adopted in 1980. In 1985 the Lake Tahoe Basin Management Unit, USFS, circulated a proposed Land and Resources Management Plan and draft EIS. In July, 1986, the TRPA approved comments on the Plan to be submitted to the Forest Service. The TRPA review revealed no major inconsistencies between the Management Plan and the Regional Plan package. The proposed action addressed in this EA is consistent with the proposed Land and Resources Management Plan. However, TRPA regulation of temporary uses, structures, and activities will require coordination with LTBMU special use permit procedures.

B. State

1. Water Quality Control Plans (see discussion of 303(e) plans, above)

2. State Implementation Plan (see discussion under Clean Air Act, above)
c. **Local Government**

TRPA has designated, on detailed Plan Area maps, areas available for specific uses allowed in that area. These maps constitute a detailed plan for the use of land in the Region, similar to local zoning maps. Where conflicts arise between local zoning and Plan Area Statements, the most restrictive standard applies. Generally, units of local government have attempted to make their zoning consistent with the TRPA standards, to minimize conflicts. With respect to the proposed action in this EA, TRPA regulation of temporary uses, structures, and activities will require coordination with local planning and building departments.

The counties and the City have the authority to regulate various activities, including special events. Chapter 7 would provide for local governments to regulate events otherwise requiring TRPA approval, if done in accordance with MOUs.

On the California side of the Region, each county has an Air Pollution Control District, on which the county supervisors sit. The El Dorado and Placer County APCD's control all types of air pollution except that from mobile sources.
IV. PROBABLE ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION

This chapter describes the probable environmental impacts of the proposed action in a number of impact categories. The discussion of each category will address the applicable standards, the existing situation, probable impacts, and required mitigation measures.

A. Land Use

1. Applicable Standards: Applicable standards for land use are derived from the Goals and Policies, the Plan Area Statements and Chapters 8, 18 and 51 of the Code of Ordinances. These are discussed in more detail in the 1987 EIS.

2. Existing Situation: The existing situation is also documented in the 1987 EIS.

3. Anticipated Impacts:

Temporary projects must be consistent with the Plan Area Statements or findings must be made that they can be accepted as special uses. Carnivals, outdoor amusements, spectator events and sport assembly are among the temporary activities which would be regulated under this chapter. These uses would not be permanent, and if properly regulated would have no lasting effect. Without regulation under TRPA ordinances the risk of inappropriate use would exist, however, since any use could be proposed and possibly approved.

B. Housing

1. Applicable Standards: There are no TRPA threshold standards for housing. The Goals and Policies include a goal of providing, to the extent feasible, affordable housing in suitable locations, and provide that incentives will be given to promote affordable housing. California redevelopment law requires redevelopment projects to include a proportion of affordable housing.

2. Existing Situation: In 1986, there were approximately 200 designated affordable housing units in the Region, primarily in the City of South Lake Tahoe. Census data indicate there are over 7000 low-income residential housing units in the Region. The availability of housing for lower-income persons is vital to the economic stability of the Region.

3. Anticipated Impacts: It is not anticipated that there would be any impact on housing from the proposed action, other than that permits for temporary uses could provide some flexibility in the provision of temporary housing. No mitigation will be necessary.
C. Transportation/Circulation

1. Applicable Standards: Standards for transportation are derived from the Compact, from the thresholds, and from the level-of-service standards in the Goals and Policies. They require reduction in vehicle miles traveled and in volumes of traffic encountered on U.S. 50 in the South Shore on winter evenings.

2. Existing Situation: The estimated VMT for 1981 is 1.70 million, and for 1985, 1.65 million. To attain the required 10% reduction, future VMT must not exceed 1.53 million. TRPA has also calculated 1985 volume/capacity ratios for 11 signalized intersections around the Tahoe Region, and three highway links with known LOS problems. The 1985 volume/capacity ratios range from 0.63 (63%) to 1.3 (130%). Both the VMT and LOS calculations represent peak summer day conditions.

3. Anticipated Impacts:

Temporary uses and events have the potential for changing circulation patterns or reducing capacity, for creating ingress and egress problems, and for generating increased traffic. Each of these would result in an impact on level of service. These impacts should be temporary, but it may not be possible to mitigate them completely. VMT could be increased by the cumulative impacts of frequent events.

To mitigate these impacts, parking analysis may be required for many activities, and traffic mitigation programs would need to be devised. All uses and structures related to temporary projects would have to comply with Chapter 93, Traffic and Air Quality Mitigation Program.

D. Air Quality

1. Applicable Standards: The TRPA thresholds and state and federal standards establish about 25 separate air quality standards for 16 air quality parameters. (See the 1987 FEIS for more detail.)

2. Existing Situation: Portions of the South Shore currently do not attain the federal or state 8-hour standards for carbon monoxide, CO emissions from automobiles and wood stoves, and cold, clear weather contribute to the standards violations, which are most common in the winter. TRPA's ozone threshold was met or exceeded 10 times in 1985, also in the South Shore, the result of auto emissions, hydrocarbon emissions, and sunlight. The California Air Resources Board reported six exceedences of the state's particulate standard in 1985. Monitoring programs for air quality are being expanded.
3. Anticipated Impacts:

Temporary projects may increase the risk of carbon monoxide standard exceedances, especially those that would interfere with the flow of traffic near south stateline in winter. Stationary sources associated with temporary projects could create potential air quality problems resulting from such things as fires, boilers, or diesel generators such as might be used to power carnivals. Short term visual degradation could result from dust or diesel emissions. Those could be the result of such activities as tractor pulls, or from large trucks. Temporary uses could increase VMTs, thereby making attainment of targeted VMT reductions more difficult. Added vehicle use could increase ozone and NOx emissions, and decrease visibility. These would all be temporary impacts, but cumulatively could affect compliance with air quality standard which could have long term implications.

These impacts could be mitigated with parking and traffic analysis, and appropriate monitoring. Major temporary uses having significant traffic effects may need to provide temporary mitigation measures such as transit service.

Scheduling of events could mitigate impacts if major events were scheduled during the less-congested shoulder seasons or during evening hours when visual degradation would be less evident. Diesel controls could include requirements to provide alternative sources of power. Dust control and vegetation protection through the application of BMPs would also provide some mitigation.

E. Water Quality

1. Applicable Standards: TRPA thresholds and state water quality standards establish over 30 separate water quality standards for Lake Tahoe and its tributaries. These standards are discussed in detail in the 1987 FEIS.

2. Existing Situation:

Lake Tahoe: Lake Tahoe is not in attainment with standards related to the trophic status of the Lake. The Lake's water quality problems result from accelerating eutrophication caused by disturbance of watersheds, altered hydrology, vegetation displacement, and added nutrients from fertilizer, sewage, and atmospheric deposition.

Tributary Water Quality: The quality of water varies from stream to stream, and data are insufficient to evaluate the actual situation in detail. But it is believed that exceedences of the state standards are common.

Quality of Surface Runoff: Thresholds and the water quality management (208) plan for the Lake Tahoe Basin set maximum concentrations for discharge of runoff to surface water and ground water. Compliance with these standards varies from site to site.
Standards violations are generally caused by impervious coverage, loss of vegetative uptake, hydrologic short-circuiting, fertilizer over-use, soil disturbance, and poor housekeeping practices.

3. Anticipated Impacts:

Standards for temporary uses require that impacts from such uses be limited to the approved period. Any negative impact on water quality must be considered as a permanent impact because it cannot not be limited to the approved period as can noise, parking, roadway congestion, and other temporary effects.

Temporary activities may utilize temporary coverage which, in land capability district 4-7 may exceed the TRPA coverage thresholds. Carnival rides, tents, and such uses should be considered temporary coverage. In general, temporary uses and structures use the same coverage standards as regular plan rules and, therefore, should not result in additional environmental impacts. Certain temporary uses could result in the release of pollutants into the water through such means as fuel spills or upset, grease and oil or waste water release, litter and trash, and in case of animals, manure.

To mitigate these impacts, temporary activity on earth surfaces should be confined to dry areas or the dry season, except that dust control needs to be considered. Prompt restoration of disturbed areas should be required. Sites should be reviewed carefully for sensitivity to disturbance in accordance with the Regional Plan. Temporary activities may be accompanied by the risk of incomplete restoration or unsuccessful revegetation. Repeated use without recovery could have unacceptable impacts. Mitigation plans need to be reviewed prior to approval.

Securities may be required to assure adequate mitigation of impacts. Special conditions of approval may be required which might include review of the scheduling and the ability to cancel or postpone activities in case of inclement weather when otherwise dry sites may become wet and prone to disturbance. In some instances, it may be more practical to arrange for alternate sites. Special measures such as use of wood shavings or boardwalks to prevent water quality impacts may be necessary. BMP should be required, securities may be necessary and site utilization should insure the minimum disturbance. Permanent BMP’s may be required and a restoration plan implemented.

F. Noise

1. Applicable Standards: The environmental thresholds establish threshold standards for both single event noise and community noise levels.
2. Existing Situation: Data on existing noise levels, both single event and community, are incomplete, although TRPA has obtained noise data on the airport and monitored noise levels from individual snowmobiles and helicopters in the context of compliance and project review. TRPA has received single event noise complaints pertaining to special events, cruise ships, and aircraft operations. Areas which typically experience CNEI standards violations are urbanized areas and areas near transportation corridors. Such uses as hospitals and schools are considered sensitive receptors of community noise impacts.

3. Anticipated Impacts:

Chapter 7 would allow exceedences of environmental thresholds for noise. After public hearings, those exceedence periods would be limited to six hours between 8 a.m. and 10 p.m. or, for races or exhibitions, to six hours during the daylight. Public health concerns related to stress from excessive noise levels, particularly in sensitive receptor areas or sensitive populations (such as adjacent property owners or visitors to the area) could arise. Increased traffic noise from increased volume and congestion could be expected in some instances.

To mitigate these impact, special conditions of approval could include scheduling, muffling, screening materials, or alternative project sites. Noisy activities should be terminated prior to 8 p.m. to minimize CNEI impacts. It may be necessary to monitor events for noise impacts. For noise-related impacts on wildlife, see Wildlife, below.

G. Scenic Resources:

1. Applicable Standards: The TRPA thresholds for scenic resources include travel route ratings and scenic quality ratings for roadway and shoreline units.

2. Existing Situation: Scenic ratings for roadway and shoreline units were reevaluated in 1986. Scenic ratings in rural areas are high and almost all rural areas are in attainment. Scenic ratings in urban areas tend to be lower and many areas are not in attainment. With the increased development anticipated in the next few years, it is anticipated that the scenic ratings will be subject to more change than they have in the past few years.

3. Anticipated Impacts:

Short term impacts on roadway and shoreline units could result from temporary uses and structures. Factors affecting the visual quality could include signs, fairs, or carnivals or activities which could be perceived as creating clutter, temporary structures which are not up to visual standards, and temporary obstructions of identified visual resources. Litter and land disturbance can also have a negative affect on scenic resources. De facto RV parks associated with
carnivals, fairs, or other events could have an adverse effect on scenic resources. Parking in general, and particularly impromptu or unorganized parking areas related to temporary activities, could have an negative effect.

Possible positive impacts from temporary activities on the perception of visual quality could include the feeling of interest or activity or community pride which might result from such events as fairs, races, exhibits or other community events. Promoters of temporary events should be aware of potential effects on scenic resources and comply with community and Regional standards.

Impacts from temporary events would be temporary unless there is significant land disturbance or loss of vegetation. To mitigate these impacts, conditions for project approval could provide for mitigating efforts. Parking plans for either on-site or off-site parking should be required. Special signage requirements should be imposed on activities in areas or corridors having established thresholds.

H. Community Design

1. Applicable standards: According to the environmental thresholds, TRPA in cooperation with local governments shall ensure that standards for height, bulk, form, color, lighting, signing, and other design elements are compatible with the natural, scenic and recreation values of the region.

2. Existing situation: Community design standards are mostly related to urban areas. Presently there are many deficiencies in community design.

3. Anticipated Impacts:

Temporary lighting, signing and structures associated with temporary activities or projects may conflict with the values of the Region. To mitigate these impacts, standards applicable to visual design of permanent projects should be met for temporary structures. Standards for temporary signs and lighting will be developed in community plans or in amendments to the sign ordinance, or both. In the meantime, special conditions of approval should be applied as needed.

I. Soils

1. Applicable Standards: The TRPA thresholds for soil conservation require that impervious coverage in the Region comply with the standards established in the 1974 Bailey Report. Functioning SEZs must be preserved and 25% of disturbed SEZs must be restored.

2. Existing Situation: On a regional basis, impervious coverage and disturbance exceed Bailey by nearly 33%. SEZs are particularly over-covered.
3. Anticipated Impacts:

Temporary uses and structures must comply with the coverage and BMP standards in Chapters 20 and 25. Therefore, no additional impacts produced by those uses are anticipated to result. Temporary activities could result in temporary coverage and disturbance in excess of Bailey. While this should be limited to the minimum area necessary, there is the risk that removal of coverage or restoration of disturbance may be incomplete or allowed to become permanent.

To mitigate these impacts, special conditions of approval should be applied such as limiting use to the least sensitive and most accessible areas, confining use to the dry season, requiring permanent BMPs, and other conditions as set forth in E. Water Quality. Securities should be required where removal of coverage and revegetation could be difficult or of significant proportions.

J. Stream Environment Zones (SEZs):

1. Applicable Standards: TRPA thresholds for soil conservation include standards for preservation of naturally functioning SEZs, and restoration of 25% of disturbed SEZs. Disturbance of SEZs includes filling, grading, draining, encroaching, altering drainage, channelizing, blocking channels, and disturbance of vegetation. Vegetation and wildlife thresholds calling for nondegradation of riparian vegetation associations apply to SEZs.

2. Existing Situation: Of the estimated 18,000 acres of SEZ in the Basin, 2,500 have been developed or disturbed and coverage in SEZs is estimated to be 1,200 acres. A program for restoring SEZs is being developed, in response to the restoration threshold.

3. Anticipated Impacts:

Because permanent land coverage or disturbance in SEZs would be limited to that which is already ordinarily exempted and any temporary coverage or disturbance in SEZs would be removed or restored, impacts should be minimal. However, there could be some increment of added impact resulting from this ordinance. Any SEZ disturbance which could affect water quality should be regarded as a permanent impact, since turbidity or nutrients released in an SEZ may not be intercepted before being discharged into Lake Tahoe.

To mitigate these impacts, TRPA should apply conditions of approval such as confining use to the minimum area necessary, marking boundaries or using temporary fences to delineate permitted areas, limiting use to least sensitive and most accessible land, scheduling uses in the dry season, installing BMPs, and other conditions as set forth in E. Water Quality. Securities should be required to ensure removal of coverage and revegetation of disturbed areas.
K. Vegetation

1. Applicable Standards: There are 16 TRPA vegetation thresholds which cover common, uncommon, and sensitive plant species. The thresholds call for increasing species and structural diversity, perpetuating specific plant associations, limiting forest openings, protecting four uncommon plant communities, and maintaining population sites for five sensitive plant species.

2. Existing Situation: Species diversity is limited and even-aged timber stands predominate as a result of logging in the late 1800's and current fire suppression practices. The uncommon plant communities are all on public lands or in the deep waters of Lake Tahoe which are publicly owned.

One sensitive plant species (Rorippa subumbellata) which occurs in the moist backshore and on dry sandy shoreline areas is susceptible to human disturbance and inundation at high water. The remainder of the sensitive species are on more remote public lands.

Anticipated Impacts:

Risk to Rorippa and other sensitive plants is expected to be low since disturbance associated with temporary uses would be restricted to land capabilities 4-7, and would not be allowed in the backshore or in remote areas. Temporary activities could affect sensitive or uncommon plants if not regulated to avoid such areas. Temporary uses elsewhere could affect vegetation as a result of coverage and land disturbance.

To mitigate these impacts, TRPA should apply conditions of approval such as set forth under SEZ, above. Temporary activities should not be allowed in areas mapped as Rorippa or other sensitive species or uncommon plant communities habitat. Revegetation plans and securities should be required to ensure revegetation of disturbed areas.

L. Fish

1. Applicable Standards: There are six thresholds covering fisheries of the Tahoe Region in the following areas: stream habitat, instream flows, and lake habitat. The thresholds require the upgrading of 141 miles of stream habitat and over 3000 acres of lake habitat.

2. Existing Situation: Siltation, channelization, dredging, removal or rock or gravel, culverts, bridges, diversions, urban runoff, snow disposal, and trash all degrade stream habitat. The Plan Area Statements include frequent reference to degraded stream habitat. Boat traffic, siltation, and alteration of the Lakebottom may contribute to degraded Lake habitat, although there is a lack of reliable scientific information on this subject. The TRPA will soon initiate a scientific study of Lake habitat.
3. Anticipated Impacts:

Temporary uses, structures, and activities are governed by the requirement of shorezone, stream environment zone, water quality, and fisheries provisions of the Regional Plan package. Therefore, the impacts of Chapter 7 on fish will be consistent with the impacts of the Regional Plan as a whole, as discussed in the 1987 FEIS for these projects. Temporary activities on the waters of the region will be subject to special conditions of approval to avoid adverse impacts. Land coverage or disturbance for temporary activities is not allowed in the backshore.

M. Wildlife

1. Applicable Standards: The TRPA thresholds include nine standards covering special interest species and habitats of special significance to wildlife. The thresholds call for maintenance of a minimum number of population sites for the goshawk, osprey, bald eagle, golden eagle, peregrine falcon, waterfowl, and deer. The thresholds also require nondegradation of deciduous habitat, wetlands, and meadows. State and federal agencies also enforce legislation designed to protect wildlife, especially threatened or endangered species.

2. Existing Situation: Most of the habitat for the TRPA special interest species is on public lands, but also involves private property near Heavenly Valley, Tahoe Pines, the Cascade area, the Upper Truckee marsh, Christmas Valley, Echo Lakes, and Fallen Leaf Lake. Habitat modification, alteration, and disturbance; noise; harassment; and dogs all interfere with the maintenance of population sites.

3. Anticipated Impacts:

The proposed action has the potential to harm wildlife habitat, primarily because of noise, as discussed under Noise, above. Although most temporary activities will, by their nature, be focused away from habitat sites in commercial or tourist areas, temporary activities in conservation and recreation areas have the potential to impact those sites.

To mitigate these potential impacts, the TRPA will incorporate conditions of approval into permits for temporary activities that avoid mapped wildlife sites, or that limit impacts to times of year when the sites are not in use.

M. Shorezone

1. Applicable Standards: There are no threshold standards for the shorezone, although it affects the thresholds for fish and scenic resources. The Goals and Policies call for the appropriate shoreline uses of Lake Tahoe, Cascade Lake, and Fallen Leaf Lake while preserving their natural and aesthetic qualities. The Goals and Policies and the Code set numerous shorezone standards, addressing such items
as vegetation disturbance, construction setbacks, use of ornamental vegetation, shorezone tolerance districts, stream channel maintenance, regulation of piers and buoys, navigation hazards, interference with littoral drift, and interference with scenic thresholds.

2. Existing Situation: Development of the Tahoe Region has resulted in various problems in the shorezone, including erosion, obtrusive structures, visual clutter, and scenic problems. The Plan Area Statements make frequent references to such situations.

3. Anticipated Impacts:

Temporary uses, structures, and activities must comply with the shorezone provisions of the Regional Plan package. Therefore, the impacts of Chapter 7 on the shorezone will be consistent with the impacts of the Regional Plan as a whole, as discussed in the 1987 FEIS. Permanent land coverage or disturbance for temporary activities is not allowed in the backshore.

O. Cultural Resources

1. Applicable Standards: There are no TRPA thresholds for the protection of cultural resources, including historical and archeological sites. The TRPA's Historical Sites Map identifies structures and areas of historical or cultural significance. The Goals and Policies include the following goal: "Identify and preserve sites of historical, cultural, and architectural significance within the Region." Chapter 24 of the Code, Historic Resource Protection, sets specific standards, which require that designated historic resources not be demolished, disturbed, removed, or significantly altered unless TRPA has approved a resource protection plan.

2. Existing Situation: TRPA's historical sites map includes 73 named, mapped sites plus numerous Washoe cultural sites. The majority of the sites are in or near urbanized areas. There is a need for additional research and mapping of historical, cultural, and architectural sites.

3. Anticipated Impacts:

Temporary uses, structures, and activities must comply with the cultural resources provisions of the Regional Plan package. Therefore, the impacts of Chapter 7 on the cultural resources will be consistent with the impacts of the Regional Plan as a whole, as discussed in the 1987 FEIS.

P. Natural Hazards

1. Applicable Standards: There are no environmental thresholds related to natural hazards. The Goals and Policies include a goal of minimizing risks from natural hazards, including flood, fire, avalanche, and earthquake. They provide that construction, reconstruction, or replacement of structures in identified avalanche or mass instability
areas shall be restricted unless precautionary measures can be implemented to ensure protection of public health and safety. They also prohibit, with some exceptions, construction, grading, or filling within the 100-year flood plain and the area of wave runup, and call for public education regarding wildfire and fuels management. The natural hazards chapter of the Code is under development.

2. Existing Situation: Natural hazard areas are mapped on TRPA maps. By virtue of its location in a rugged, mountain environment, the Tahoe Region creates certain human exposures to natural hazards. Generally, hazardous areas include areas near faults, steep or unstable areas, and flood plains.

3. Anticipated Impacts:

Temporary uses, structures, and activities must comply with the natural hazards provisions of the Regional Plan package. Therefore, the impacts of Chapter 7 on natural hazards will be consistent with the impacts of the Regional Plan as a whole, as discussed in the 1987 FEIS.

Q. Energy

1. Applicable Standards: There are no TRPA thresholds for energy conservation or consumption. State and federal agencies have set a variety of energy standards.

2. Existing Situation: The 1983 EIS includes a lengthy discussion of energy use in the Tahoe Region, incorporated herein by reference.

3. Anticipated Impacts:

The proposed action may result in slightly higher energy consumption in the form of motor fuels, natural gas, propane, or electric power for temporary activities. Unless temporary increases in VMT are offset, increases in VMT will also increase consumption of motor fuels. Aside from the mitigation discussed under Transportation/Circulation and Air Quality, above, no additional mitigation is required.

R. Recreation

1. Applicable Standards: The TRPA thresholds include a policy statement calling for the preservation and enhancement of a high quality recreational experience at Tahoe, preservation of high quality undeveloped shoreline and other natural areas, provisions for additional access to the shoreline and low density recreational areas, and reservation of a fair share of the total Region capacity for outdoor recreation available to the general public.
The Goals and Policies state that TRPA will provide low-density recreational experiences along undeveloped shorelines and other natural areas; regulate areas selected for nature study and wildlife observation; expand trail systems for hiking and horseback riding; relocate underutilized trails in sensitive areas; and regulate off-highway vehicle use. The Goals and Policies also require TRPA to make written findings, when reviewing indoor recreational uses, that sufficient capacity remains for outdoor uses.

The Goals and Policies and the Plan Area Statements also allocate new recreational PAOTS for future development as follows: 6,114 for new overnight facilities; 6,761 for summer day-use facilities; and 12,400 for winter day-use facilities.

2. Existing Situation: The 1983 EIS includes a discussion of the existing recreation situation, which is incorporated herein by reference. See also the report and recommendations of the TRPA Advisory Planning Commission's committee on recreation, October, 1987.

3. Anticipated Impacts:

The proposed adoption of Chapter 7 would have no significant impact on recreation in the Tahoe Region, in terms of meeting the thresholds, goals, and policies described above.

S. Public Services and Facilities, Health, and Safety

1. Applicable Standards: There are no TRPA thresholds-applicable-to public services and facilities, or public health and safety facilities. The 1969 Interstate Water Compact between California and Nevada pertaining to water use in the Truckee River system limited diversion for use from the Truckee system, but the Compact was never ratified by the U.S. Congress. State and federal legislation sets many standards applicable to both public services such as sewer and water purveyors, power companies, and communications companies.

The Goals and Policies call for staged or phased expansion of public facilities such as the STPUD sewage treatment plant, to meet the needs of new development without creating inefficiencies from over- or under-expansion.

2. Existing Situation: The 1983 EIS includes a discussion of the existing situation in water supply, sewage treatment, solid waste disposal, police protection, hospital care, education, and fire protection. This discussion is incorporated herein by reference.

3. Anticipated Impacts:

The proposed adoption of Chapter 7 will have no significant adverse impact on public services and facilities or public health and safety. The ability to approve temporary uses, structures, and activities will give TRPA additional flexibility in dealing with local government, utility districts, and investor-owned utilities on the provision of essential services.
T. Socio-economic Considerations

1. Applicable Standards: The TRPA thresholds include no thresholds related to the Region's economy or social structure. However, the health of the economy is of concern, since it is directly related to the Region's ability to solve environmental problems.

2. Existing Situation: See the discussion of the Economy in Chapter 2, above.

3. Anticipated Impacts:

Temporary uses, structures, and activities may have positive economic impacts in the Region, by increasing the overall level of economic activity, and providing recreational or other attractions for both residents and tourists. If, however, temporary projects had adverse environmental impacts (e.g., serious traffic congestion or long-term soils or water quality impacts) they could also have adverse economic impacts. Chapter 7, as proposed, attempts to strike a balance between permitting temporary projects and, at the same time, avoiding adverse environmental impacts. Therefore, the proposed language should have no significant economic impacts.
V. ALTERNATIVES TO THE PROPOSED ACTION

A. No Action:

Under a no action alternative, all temporary uses, structures, and activities would be subject to the same requirements of the TRPA Code of Ordinances as permanent uses, structures and activities. Therefore, many temporary uses, structures, and activities would be required to obtain TRPA permits or conditional exemptions. The flexibility inherent in Chapter 7 regarding regulation of temporary activities (e.g., the ability to employ temporary coverage on land capabilities 4-7 in excess of the Bailey coefficients) would be lost.

Probable Impacts: Since this alternative would result in a greater degree of regulation, with less flexibility, no adverse environmental impacts would be expected. However, the alternative could have significant socio-economic impacts, by allowing fewer exemptions and conditional exemptions, and requiring more temporary projects to obtain TRPA permits.

B. Full Exemption:

Under this alternative, all temporary uses, structures, and activities would be exempt from TRPA rules and regulations.

Probable Impacts: Although this alternative would provide the greatest amount of flexibility to local government and other agencies who manage land in the Region, the risk of significant environmental impacts and exceedences of TRPA threshold standards would be very high. TRPA could not guarantee attainment or maintenance of water quality, air quality, soils, noise, vegetation, wildlife, or scenic thresholds, as required by the Tahoe Regional Planning Compact. TRPA could also not implement the traffic level-of-service standards in the Goals and Policies. Unless very detailed memoranda-of-understanding were drawn up with local government and other agencies, and followed carefully, the adverse environmental impacts of this alternative could not be mitigated.
VI. SUMMARY OF ENVIRONMENTAL IMPACTS

A. Significant Adverse Environmental Impacts Which Cannot Be Avoided

The discussion of probable environmental impacts of the proposed action in Chapter 7 identifies no significant adverse effects which cannot be avoided through proper mitigation programs and remedial efforts.

B. Relationship Between Short-Term Uses Of Man's Environment And The Maintenance And Enhancement Of Long-Term Productivity

In the proposed action, there will be short-term use of the environment for temporary uses, structures, and activities. To ensure the long-term productivity, in some situations remedial actions will be required. In all situations, mitigation is required.

C. Significant Irreversible And Irretrievable Commitments Of Resources Which Would Be Involved If The Proposed Action Were Implemented

The proposed action, when implemented, may result in some potential for disturbance associated with temporary uses, structures, and activities. The proposed action will also bring about certain transient impacts from temporary uses, structures, and activities, such as noise impacts, water quality impacts, air quality impacts and dust. While proper mitigation can minimize these impacts to acceptable levels, they cannot be totally eliminated, and represent an irreversible commitment of resources.

Investments in certain temporary structures represents an irretrievable commitment of financial resources.

D. Growth-Inducing Impacts

The proposed action is not expected to induce growth in the Tahoe Region.
VII. References


Nevada Division of Environmental Protection, 1979. Lake Tahoe Air Quality Nonattainment Plan.

Pitchford, Mark and Daniel Allison, 1983. Lake Tahoe Visibility Study.


___, 1986b. Supplement to the Environmental Impact Statement for Adoption of a Regional Plan for the Lake Tahoe Region.


___, 1986e. EIS for the Tahoe Queen.

___, 1984a. Ordinance 84-1.

___, 1984b. Response to Comments, EIS for Adoption of a Regional Plan for the Lake Tahoe Region.

___, 1983. Environmental Impact Statement for Adoption of a Regional Plan for the Lake Tahoe Region.


1982d. Ordinance 82-4.


RESPONSE TO COMMENTS

California Regional Water Quality Control Board - Lahontan Region

General Comments

1. Amendments to the "208" plan are being prepared where needed, however, the 208 Plan did not address temporary activities. Staff will consider temporary activities in the amendment process.

2. This ordinance does not address CEQA or the permitting responsibilities of other agencies because those responsibilities rest with those government agencies in California. Nothing in this ordinance precludes LRWQCB from regulating temporary activities. It does provide for MOUs for coordinated review. We agree that better coordination among public agencies on such matters is in the public interest, however the Rules Committee has no current plans to address this.

3. Agreed. Community Plans should contain provisions for designation of special event areas which can be improved to prevent adverse impacts to water quality.

Specific Comments

1. Agreed. Cumulative impacts could be very serious, not only to water quality but to vegetation, scenic resources, air quality. Repetitive use of sites for temporary events should not be permitted unless site inspections document that the site is not being significantly disturbed.

2. Comment noted, however TRPA believes it has shown in the EIS for the Regional Plan that the coverage provisions of the Plan will not result in degradation of water quality.

3. Comment noted.

4. Agreed. Water should be conserved. Landscaping and revegetation should be planned to use minimal irrigation, and consumptive water uses should be limited. The TRPA has no threshold standards for water consumption and regulates only fixtures in facilities.

5. Not applicable to the revised EA for Chapter 7.
December 3, 1987

David Ziegler  
Tahoe Regional Planning Agency  
P.O. Box 1038  
Zephyr Cove, NV 89448

REVIEW OF PRELIMINARY DRAFT ENVIRONMENTAL ASSESSMENT, ADOPTION OF CHAPTERS 7 & 10; AMENDMENTS TO CHAPTERS 24 & 91; REGIONAL PLAN CODE OF ORDINANCES

Dear Mr. Ziegler:

Thank you for giving us the opportunity for early consultation on this document. The project would involve adoption of two new ordinances (Chapter 7, Temporary Uses, Structures, and Activities; Chapter 10, Structures Housing Gaming) and amendments to two existing ordinances (addition of parking standards to Chapter 24, Driveway and Parking Standards; revision of language regarding coal-containing fuels in Chapter 91, Air Quality Control.) Amendments to Chapter 91 could not be implemented in California under current regulations. Our comments are as follows:

General Comments

1. In relation to projects which would be carried out under Chapters 7 and 24, the Environmental Assessment should recognize more specifically that many of the land coverage provisions of the adopted regional plan cannot be implemented unless and until the "208" water quality plan is amended (e.g. excess commercial coverage for parking).

2. It is not clear whether temporary projects in California, reviewed by the Tahoe Regional Planning Agency (TRPA) under Chapter 7, would also require review under the California Environmental Quality Act (CEQA). The Regional Board would wish to review any such projects which could have significant impacts on water quality or stream environment zones (SEZ's). In order for the Board to issue or waive waste discharge requirements for such projects, either a CEQA document or a TRPA environmental document meeting CEQA requirements would have to be prepared. We have commented earlier on the general need for better coordination between the two environmental review processes; the issue of environmental review for temporary projects should be addressed in the eventual Rules Committee consideration of this matter.
3. In order to prevent the need for repeated soil stabilization following frequent soil and vegetation disturbance for temporary events, and associated chronic risks to water quality, we would support the designation of "official" special events areas where impacts can be identified and controlled on a long-term basis. Such areas should preferably be those which are already used for such purposes and, where no significant new soil disturbance would be involved. No new discharges resulting from disturbance in SEZ's should be permitted due to temporary events unless these discharges meet all the exemption criteria in the California water quality plan (including the provision that the project must "by its very nature" be located in a stream environment zone). We would not support "man modified" designations for California SEZ's used for special events unless they meet all the criteria established by the Regional Board before its reclassification of the Tahoe Keys area, including criteria related to feasibility of restoration.

Specific Comments:

1. (Page EA-14) Although the 208 Plan does not have a specific policy relating to temporary coverage, the California side provisions prohibit discharges due to excess coverage; the deciding factor is whether a discharge or threatened discharge would occur. Placement of a tent on a grassy area for one fourteen day period in the dry season, and associated foot traffic, might not result in a discharge. However, successive fourteen day events on the same site might cumulatively lead to soil disturbance and threatened discharges. (The Environmental Assessment needs better general consideration on cumulative impacts of temporary projects in the same area).

2. (Pages EA-14 and EA-15) The North Lahontan Basin Plan was adopted by the Lahontan Regional Board and subsequently approved by the State Water Resources Control Board; the 1980 Lake Tahoe Basin Water Quality Plan was initially adopted by the State Board. Many of the water quality objectives for Lake Tahoe and its tributaries in the 1975 plan were modified in the 1980 plan.

We suggest that the discussion of water quality standards include the state and federal non-degradation policies, and the fact that Lake Tahoe is the only formally designated "Outstanding National Resource Water" in California. Federal standards allow no degradation of such waters, even if there are significant socioeconomic benefits to be realized from such degradation. Because it has not yet been technically demonstrated that the coverage provisions of TRPA's Regional Plan will not result in degradation of water quality, we disagree with the conclusion that the proposed action is consistent with California water quality objectives.
3. (Page EA-15) Note the typographical error in the fourth paragraph (reference to a plan adopted in 1992).

4. (Page EA 33) Although the California-Nevada Interstate Water Compact has not yet been ratified by Congress, the states have not rescinded their ratification of it, and it will continue to specify the amount of water available for allocation until a new agreement is reached. The State Water Resources Control Board is now considering whether to complete a draft Environmental Impact Report for a water allocation policy for the Tahoe Basin which was issued in 1984. Impacts of the proposed ordinance changes on water quantity should be considered in terms of water use during and after temporary events (ice arenas, showers for athletes, irrigation of revegetated areas), and in connection with irrigation of parking lot landscaping and washdown of asphalt areas.

5. Chapter 24 should address underground parking garages (a two-story underground garage for the Harrah's "Embassy Suites" hotel is being proposed in connection with the City of South Lake Tahoe's redevelopment project). Underground parking could be beneficial to water quality in that it would reduce land coverage needs; on the other hand, groundwater interception and disposal of excavated soil would need to be addressed. We understand that basements are not being permitted for residential development.

Please contact Dr. Judith E. Unsicker at this office if you wish to discuss these comments.

Yours truly,

O. R. BUTTERFIELD
EXECUTIVE OFFICER

cc: Regional Board 208 Plan Review Committee
Dan Otis, Division of Water Quality, SWRCB

/cfd
Distribution List for Environmental Assessment
Chapter 7 (Temporary Uses), Code of Ordinances

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MEMORANDUM

January 5, 1988

To: APC

From: Staff

Subject: Draft Regional Transportation Plan and Draft Environmental Impact Statement for the Regional Transportation Plan

At the December APC meeting, the TRPA staff presented the draft Regional Transportation Plan and accompanying Environmental Impact Statement. It was stated that the comment period on the two documents would be ending on December 30, 1987. TRPA has received several requests to extend the comment period beyond the holiday season. Therefore, the comment period will be concluding on January 15, 1988.

The TRPA will be conducting a public hearing on the two documents at the January APC meeting. The TRPA staff anticipates receiving additional comments from the APC and general public at that time. To date, TRPA has received numerous comments on all major sections of the two documents. Some of the major concerns focus on the impacts of the proposed redevelopment circulation improvements, the viability of increasing ridership on proposed transit routes, identified funding programs and sources, and physical locations of transit terminal facilities.

If you have any questions, contact Jim Brennan at (702) 588-3296.
January 5, 1988

To: Advisory Planning Commission

From: Agency Staff

Subject: Discussion of Threshold Indicators (Chapter 32, Code of Ordinances)

As we discussed at the October and November APC meetings, Chapter 32 of the Code of Ordinances establishes a process to identify the means and time schedules for attaining and maintaining the environmental thresholds (and other applicable local, state, and federal standards) pursuant to the requirements of the Compact and the Goals and Policies. The process is a rigorous one, similar to the process TRPA is required to follow annually to document progress toward attainment of the federal carbon monoxide standard.

For each threshold (or applicable local, state, and federal standard) TRPA must identify a corresponding indicator, target attainment dates, interim targets and evaluation intervals, and applicable compliance measures and document the effectiveness and adequacy of the compliance measures.

The following is a brief summary of the provisions of Chapter 32:

32.3.A Indicators. TRPA shall identify indicators for each threshold, with appropriate measurement standards (i.e., units of measurement). The indicators may be regional or sub-regional.

32.3.B List. TRPA shall maintain a list of the indicators.

32.3.C Current Status. TRPA shall list the status of each indicator and, where reliable data are lacking, shall identify a program and timetable to provide reliable data.

32.3.E Additional Factors. TRPA shall identify and report on the status of additional factors (i.e., factors in addition to the listed indicators) which may be useful in evaluating threshold attainment and maintenance.

32.4.A Target Dates. Within 120 days of the effective date of the Regional Plan, TRPA shall list each threshold or standard that is in attainment, and establish target dates for attainment of all other thresholds and standards.
32.4.B **Interim Targets.** At the same time it sets the target dates, TRPA shall identify major evaluation intervals correlated with interim targets, using the appropriate units of measurement.

32.5.A **Compliance Measures.** Within 120 days of the effective date of the Regional Plan, TRPA shall maintain a list for each threshold and standard of all the compliance measures actually being implemented to attain and maintain the standard.

32.5.B **Effectiveness.** The list developed in 32.5.A shall show how much, and at what rate, the compliance measure is contributing (and will contribute) to attainment or maintenance of the threshold or standard. This analysis must be consistent with the target dates in 32.4.A and 32.4.B.

32.5.D **Adequacy.** TRPA shall ensure the attainment and maintenance of thresholds and standards on the established target dates, taking growth into account, and considering the need for supplemental compliance measures where necessary.

32.6.A **Supplemental Compliance Measures.** In addition to the list in 32.5.A, TRPA shall maintain a list of additional compliance measures to implement as necessary to attain and maintain the thresholds and standards.

The staff has now prepared an index of thresholds and applicable state, federal, and local air and water quality standards to which the Chapter 32 requirements will apply. Development of this index has been coordinated with the TRPA Monitoring Committee and the draft Monitoring Work Program, so that the Chapter 32 materials and the Monitoring Work Program will share a common index. The index, attached, indicates whether a particular threshold or standard is in attainment, or not.

The staff has also developed a draft Environmental Threshold Compliance Form which it proposes to use to display all the information Chapter 32 requires for each threshold and standard. Draft Compliance Forms will be completed for each threshold and standard in the index prior to the APC meeting on January 13, and will be distributed to the APC members at the meeting.

Attached are three draft Compliance Forms covering AQ-1 (carbon monoxide), WQ-2 (winter clarity), and N-2 (single event noise, other than aircraft) to allow the APC to evaluate the nature and use of the Compliance Form and provide feedback to the staff. Please note that the Compliance Forms refer to Tables 1 and 2, also attached.

At the January 13 APC meeting, staff will make a brief presentation on this agenda item and solicit comments, questions, and advice from the APC. If you have questions or comments in advance of the meeting, please contact Dave Ziegler at (702) 588-4547.

1/5/88

AGENDA ITEM V. A.
INDEX:
ENVIRONMENTAL THRESHOLD COMPLIANCE FORMS

I. AIR QUALITY
   AQ-1 CO (non-attainment)
   AQ-2 $O_3$ (attainment)
   AQ-3 particulate (non-attainment)
   AQ-4 visibility (not known)
   AQ-5 U.S. 50 traffic volume (non-attainment)
   AQ-6 wood smoke (non-attainment)
   AQ-7 VMT (non-attainment)
   AQ-8 atmospheric nutrient loading (non-attainment)

II. WATER QUALITY/SOIL CONSERVATION
   WQ-1 turbidity (shallow) (not known)
   WQ-2 clarity, winter (non-attainment)
   WQ-3 phytoplankton PPR (non-attainment)
   WQ-4 tributary water quality (non-attainment)
   WQ-5 runoff water quality (non-attainment)
   WQ-6 groundwater (non-attainment)
   WQ-7 other lakes (not known)
   SC-1 impervious coverage (attainment)
   SC-2 naturally - functioning SEZ (non-attainment)

III. VEGETATION
   V-1 diversity/openings (non-attainment with respect to riparian vegetation)
   V-2 uncommon plant communities (attainment)
   V-3 sensitive vegetation (attainment)

IV. FISHERIES
   P-1 lake habitat (non-attainment)
   P-2 stream habitat (non-attainment)
   P-3 in-stream flows (attainment)

V. WILDLIFE
   W-1 special interest species (attainment)
VI. SCENIC RESOURCES

SR-1 travel route ratings (non-attainment)
SR-2 scenic quality ratings (attainment)

VII. NOISE

N-1 single event (aircraft) (non-attainment)
N-2 single event (other) (not known)
N-3 community noise (not known)

VIII. RECREATION

R-1 high quality recreational experience (non-attainment)
R-2 fair share (attainment)
ENVIRONMENTAL THRESHOLD COMPLIANCE FORM

1. STANDARD

Category: air quality
Parameter: carbon monoxide (CO)
Standard: States and TRPA: 6 ppm; Federal: 9 ppm (8-hr. avg.)
California: 20 ppm; Federal and Nevada: 35 ppm (1-hr. avg.)

2. MONITORING STATUS: continuous monitoring at 4 south shore locations (CARB, NDEP)

3. ATTAINMENT STATUS: Non-attainment. Exceedences of 9 ppm 8-hour standard are common at stateline California station. In 1985 there were 3 exceedences of 20 ppm 1-hour California standard at stateline California station. See annual RFP report for details.

   Federal and Nevada 1-hour standard, N/A
   State and TRPA 8-hour standard, 2007
   California 1-hour standard, 2007

5. EVALUATION INTERVAL: 1 year

6. INTERIM TARGETS: (to be completed)

7. COMPLIANCE MEASURES
   a. IN-PLACE (see Table 1)
      
      Transit: 02
      Operational Improvements: 03
      Mobile Source Related: 04, 05, 07
      Non-Mobile Source Related: 08, 10

   b. SUPPLEMENTAL (see Table 2)
      
      Transit: 21, 23, 24, 25, 26, 27, 28, 30, 31, 33, 34, 35, 36, 38
      Operational Improvements: 40, 41, 42, 43, 44, 46
      Mobile Source Related: 50, 51, 52, 53, 54, 56, 57, 58
      Non-Mobile Source Related: 61, 62, 63

8. ANALYSIS OF EFFECTIVENESS AND ADEQUACY: See the 1982 TRPA Air Quality Plan; the draft Regional Transportation Plan and DEIS (TRPA, 1987); annual Reasonable Further Progress Reports for 1984 and 1985; and FEIS: Plan Area Statements and Implementing Ordinances of the Regional Plan (TRPA, 1987). The TRPA Air Quality Plan is currently under revision.
ENVIRONMENTAL THRESHOLD COMPLIANCE FORM

1. STANDARD

Category: water quality  
Parameter: clarity, winter  
Standard: TRPA and California: average Secchi depth, December-March, average

2. MONITORING STATUS: Tahoe Research Groups conducts daily monitoring of Secchi depth at the TRG index station.

3. ATTAINMENT STATUS: Non-attainment. Secchi depths have been decreasing gradually over the entire period of record. For details see the Thresholds Study Report (TRPA, 1982) and the FEIS: Plan Area Statements and Implementing Ordinances of the Regional Plan (TRPA, 1987).

4. TARGET DATE: 2007 or beyond

5. EVALUATION INTERVAL: 1 year

6. INTERIM TARGETS: (to be completed)

7. COMPLIANCE MEASURES

a. IN-PLACE (see Table 1)  
Water Quality/Soil Conservation: 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11

b. SUPPLEMENTAL (see Table 1)  
Water Quality/Soil Conservation: 21, 22, 23, 24, 25  
Air Quality: 64

8. ANALYSIS OF EFFECTIVENESS AND ADEQUACY: See Environmental Impact Statement for Adoption of a Regional Plan for the Lake Tahoe Region (TRPA, 1983); Response to Comments: EIS for Adoption of a Regional Plan for the Lake Tahoe Region (TRPA, 1984); Thresholds Study Report (TRPA, 1982); and FEIS: Plan Area Statements and Implementing Ordinances of the Regional Plan (TRPA, 1987). TRPA's Water Quality Management (WQM) Plan is currently under revision, and will contain additional analysis of effectiveness and adequacy of compliance measures.
ENVIRO R NMENTAL THRESHOLD COMPLIANCE FORM

1. STANDARD

Category: noise
Parameter: single-event noise (not aircraft)
Standard: (TRPA) at 50 feet,
   Boats: 82 dBA, 3,000 rpm
   Motor Vehicles LT 6,000 lbs: 76 dBA below 35 mph,
   82 dBA above 35 mph,
   Motor Vehicles GT 6,000 lbs: 82 dBA below 35 mph,
   86 dBA above 35 mph,
   Motorcycles: 77 dBA below 35 mph,
   86 dBA above 35 mph,
   Off-Road Vehicles: 72 dBA below 35 mph,
   86 dBA above 35 mph,
   Snowmobiles: 82 dBA below 35 mph

2. MONITORING STATUS: No single-event noise data base exists. TRPA has appropriate monitoring equipment and personnel, and will begin to establish a data base in 1988.

3. ATTAINMENT STATUS: Not known

4. TARGET DATE: Not available at this time

5. EVALUATION INTERVAL: 1 year

6. INTERIM TARGETS: Not available at this time

7. COMPLIANCE MEASURES:
   a. IN-PLACE (see Table 1)
      Noise: 01, 04
   b. SUPPLEMENTAL (see Table 2)
      Noise: 21

8. ANALYSIS OF EFFECTIVENESS AND ADEQUACY: Reserved pending development and analysis of single-event noise (non-aircraft) data base.
TABLE 1

COMPLIANCE MEASURES
(IN-PLACE)

I. AIR QUALITY

a. TRANSIT

(01) TART expansion
(02) ski shuttle service

b. OPERATIONAL IMPROVEMENTS

(03) neighborhood mail delivery centers

c. MOBILE SOURCE RELATED

(04) indirect source review
(05) idling restrictions
(06) OHV limitations
(07) cleaner vehicle fleet

d. NON-MOBILE SOURCE RELATED

(08) wood heater controls
(09) gas heater controls
(10) stationary source controls
(11) open burning controls
(12) BMP and revegetation requirements
(13) remedial action plans

II. WATER QUALITY/SOIL CONSERVATION

(01) BMP requirements, new development
(02) BMP requirements, retrofit
(03) capital improvements projects, erosion and runoff control
(04) SEZ restoration projects
(05) fertilizer management regulations
(06) SEZ, shorezone protection
(07) OHV limitations
(08) construction inspection
(09) winterization requirements
(10) grading standards
(11) water quality mitigation program
(12) project review
(13) remedial action plans
III. VEGETATION

(01) native/adopted species requirements
(02) SEZ restoration projects
(03) SEZ, shorezone protection
(04) control on ornamental vegetation in shorezone
(05) shorezone tolerance districts
(06) control on groundwater development in SEZs
(07) grading standards
(08) OHV limitations
(09) tree removal standards
(10) road salt reporting program
(11) BMP requirements
(12) project review
(13) remedial action plans

IV. FISHERIES

(01) limitations on new water diversions
(02) pier and buoy regulations
(03) project review
(04) fisheries mitigation program

V. WILDLIFE

(01) SEZ protection
(02) habitat protection
(03) snag preservation regulations
(04) protection of disturbance zones
(05) OHV limitations
(06) project review

VI. SCENIC RESOURCES

(01) project review
(02) height standards
(03) design standards
(04) remedial action plans

VII. NOISE

(01) OHV limitations
(02) land use regulations via PASS
(03) airport noise compliance program
(04) noise complaint provisions
(05) project review
(06) remedial action plans
TABLE 2

COMPLIANCE MEASURES (SUPPLEMENTAL)

I. AIR QUALITY

a. TRANSIT

(21) intensive south shore bus service, U.S. 50
(22) Region-wide beach/campground summer bus service
(23) STAGE extension to Douglas County and Meyers
(24) express bus service, South Tahoe Airport-to-Stateline
(25) bus shelter and pullout expansion
(26) bus ridership incentives-peak periods
(27) circulation shuttles-community plan areas
(28) casino shuttle coordination
(29) N. Stateline-to-Truckee bus service
(30) Reno-Tahoe service expansion
(31) charter service expansion
(32) Incline Village paratransit
(33) expanded airport commercial operations
(34) airport facility improvements
(35) waterborne transit, point-to-point
(36) multi-modal transportation terminals
(37) north and east shore paratransit
(38) Stateline-Heavenly Valley people mover

b. OPERATIONAL IMPROVEMENTS

(39) Tahoe City traffic flow improvements
(40) bike and pedestrian facilities
(41) additional neighborhood mail delivery
(42) access management/conflict separation programs
(43) south shore redevelopment circulation improvements
(44) Loop Road - Round Hill Bypass
(45) Kingsbury Grade - U.S. 50 intersection improvements
(46) R-turn lane, Pioneer Trail-to-Park Avenue
(47) Nevada 28 (Incline Village) operational improvements
(48) Kings Beach (Cal 28) operational improvements
(49) Tahoe City-to-Truckee (Cal 99) operational improvements

c. MOBILE SOURCE RELATED

(50) large employee ridesharing/vanpooling program
(51) regional ridesharing program
(52) private carrier-for-hire improvements/expansion
(53) parking standards
Table 2 (continued)
Page Two

(54) parking management plans
(55) diesel emission abatement program
(56) alternative fuels program - fleet vehicles
(57) alternative fuels program - other vehicles
(58) driver advisories
(59) Phase II vapor controls

d. NON-MOBILE SOURCE RELATED

(60) sand/cinder control program
(61) home weatherization improvement program
(62) solar heating improvement program
(63) home energy conservation improvement program
(64) control of upwind pollutants

II. WATER QUALITY/SOIL CONSERVATION

(21) south shore redevelopment water quality improvements
(22) expanded vessel waste pump-out facilities
(23) expanded RV pump-out facilities
(24) golf course retrofit/redesign
(25) sewage spill control plans
(26) hazardous waste control plans

III. VEGETATION

(21) prescribed burning program
(22) fuels management program
(23) selective harvest

IV. FISHERIES

(21) stream habitat improvement program
(22) lake habitat improvement program
(23) instream maintenance program
(24) transfer of points of water diversion
(25) boating activity standards

V. WILDLIFE

(21) improved domestic animal controls
Table 2 (continued)
Page Three

VI. SCENIC RESOURCES

(21) expanded view corridors to Lake Tahoe
(22) implementation of Design Review Guidelines
(23) scenic highway designations
(24) utility undergrounding
(25) regulation for outdoor advertising
(26) implementation of Scenic Quality Restoration Program

VII. NOISE

(21) expanded single-event monitoring, enforcement
(22) expanded community noise monitoring, enforcement
(23) implementation of Design Review Guidelines
MEMORANDUM

January 5, 1988

To: APC
From: TRPA Staff
Subject: Discussion of and Recommendation on Preliminary Community Plan for Tahoe City

The preliminary plan document will be mailed to you under a separate cover from Bill Combs. A presentation will be made at the APC by Bill Combs and Gabby Barrett.

This document is not the final plan or even a draft of the final plan. It is a preliminary scoping document that is to be reviewed by the APC, Governing Board, Placer County Planning Commission, and Placer County Supervisors. If all the reviewing authorities concur with the direction of the preliminary plan, the Tahoe City Planning Team will proceed to the next step in the process to prepare a final plan. (See Subsection 14.6.B of the Code for details.)

Action Required

The APC is requested to review the document and make the appropriate recommendation to the TRPA Governing board. Staff will make a recommendation at the APC meeting.

AGENDA ITEM V. B.

60
MEMORANDUM

January 5, 1988

To: APC

From: TRPA Staff

Subject: TRPA List of Additional Public Service Facilities 1988-1992

The TRPA Governing Board is required by Chapter 33 of the Code to adopt the subject list at the beginning of each year. The staff sent a copy of the attached memo (attachment 1) to the listed public service agencies (attachment 2) requesting projects to be included on the list.

Based on the responses, the staff has prepared the first draft of the proposed list (attachment 3) for APC consideration. It should be noted that the staff is circulating the draft list back to the listed public service agencies.

The APC should realize the list is limited by the Code to certain public facilities and generally for projects that create additional capacity. Also, projects not on the list may be added at a later date. (See attachment 1 for details.)

Action Requested

The staff requests that the APC review and comment on the list. Based on comments and responses from the APC and the public service agencies staff will prepare a final list for APC review and recommendation in February.

Attachments

(1) Memo with Section 33.5 of Code
(2) List of Public Agencies
(3) List of Additional Public Service Facilities with Transportation Action Plan

GWB:cs
1/5/88

AGENDA ITEM V. C.
MEMORANDUM

October 27, 1987

To: Public Service Agencies

From: Gordon Barrett

Subject: TRPA List of Additional Public Service Facilities 1988-1992

Chapter 33 of the recently adopted Code (Section 33.5 attached) requires TRPA to prepare a list of proposed public service facilities which are to be constructed in the next five years. In order for TRPA to approve one of the facilities specified by Section 33.5, the public service project must be on the list.

What PS Uses Need to be on the List? The uses listed in subparagraph 33.5.A(1) are the types of uses that are to be included on the list. Public service uses covered by a master plan and other public service uses listed in 33.5.A(1) are not required to be on the TRPA list prior to TRPA action. Definitions of the TRPA use classifications are attached for your convenience.

What Type of Projects for the Eligible Uses Need to be on the List? Only facilities which are considered to be "additional" as described in subparagraph 33.5.A(2) are to be included on the list.

Is This Similar to the Previous TRPA List? Yes, this is a continuation of the recent practice of listing upcoming public service projects. However, since the court action which required the previous list is over, the list is narrowed to include the major projects described above. The purpose of the new list is to identify and coordinate major public service projects occurring in the next five years. This list will be updated every January.

What if You are not on the List? If an unforeseen project or change arises that needs to be on the TRPA list, there are provisions for adding a project to the list. This may happen at any time subject to the TRPA Governing Board making the findings set forth in subparagraph (4).

How do You Get on the List? Fill out the attached form for each individual project you propose which is required to be on the list. Mail the forms to Attention: Gordon Barrett, TRPA, P.O. Box 1038, Zephyr Cove, NV 89448. These forms should be submitted before December 15, 1987 to be assured inclusion on the January 1988 list. If you have any questions please call me at (702) 588-4547.
1988-1992
Public Service and Facility Project List Form

1. Agency ________________________________

2. Department ________________________________

3. Name of Project ________________________________

4. Location ________________________________

5. Description of Additional Facility ________________________________

6. Statement of Need ________________________________

7. Creates additional land coverage: Yes ____ No ____

8. Estimated cost $ ________________________________

9. Estimated date of implementation/purchase 19____

10. Increases service capacity: Yes ____ No ____

11. Outside funding sources: Yes ____ No ____

   If yes, name source ________________________________

For office use only:

APW ________________________________

REC ________________________________

PAS ________________________________

PS ________________________________

TRAN ________________________________

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33.5 Regulation Of Additional Public Service Facilities: TRPA shall regulate the rate and distribution of additional public service development as follows:

33.5.A Requirement Of Appearance On List Of Additional Public Service Facilities: No person shall construct a project or commence a use, which creates additional public service unless the project or use appears on the list of additional public service facilities prescribed by this Subsection. In order to construct the additional public service facilities or commence the public service facilities use or activity, the person proposing same shall comply with all other applicable provisions of this Code. Public service facilities, which are within a specific or master plan adopted by TRPA pursuant to Chapter 16, are exempt from this requirement.

(1) Applicable Public Service Facilities: The following public service facilities referred to in Chapter 18 are additional public service facilities eligible for inclusion on the list of additional public service facilities: airfields; convention and assembly facilities; government offices; hospitals; pipelines and power-transmission facilities; power generating; public health and safety facilities; public utility centers; publicly-owned government meeting; schools (excluding bus shelters); transportation routes; and solid waste collection stations.

(2) Definition Of "Additional" Public Service Facilities: Public service facilities are considered "additional" if they are to be created pursuant to a TRPA approval issued on or after January 1, 1987. The conversion of an existing nonpublic facility use to a use constituting a public facility is an additional public facility subject to this chapter. The following are not "additional" public service facilities:
(a) The reconstruction or replacement, on the same parcel, of legally existing public service facilities;
(b) Modifications to legally existing public service facilities and accessory uses thereto, that do not create additional service capacity;
(c) Public or quasi-public utility service connections;
(d) Replacement or reinforcement of pipelines or transmission lines which results in no significant increase in service capacity; and
(e) Telephone lines, local distribution facilities and similar facilities.

(3) Preparation Of List: TRPA, in consultation with all appropriate public service entities, shall prepare a list, including a description, of all additional public service facilities, included in the categories in Subparagraph 33.5.A(1), which are anticipated for construction during the first five-year period of the Regional Plan. The list shall be updated, and amended accordingly, at the beginning of each calendar year. The Governing Board shall adopt and amend the list, provided proposed projects meet the criteria in Subparagraph (4) below.

(4) Eligibility For Inclusion On List: Projects included on the list shall be projects, for which the sponsoring entity demonstrates, and TRPA finds that:

(a) There is a need for the project;
(b) The project complies with the Goals and Policies, applicable plan area statements, and this Code;
(c) The project is consistent with the TRPA Capital Improvement Program;
(d) The project meets the findings adopted pursuant to Article V(g) of the Compact as set forth in Chapter 6 as they are applicable to the project's service capacity;
(e) Where the project was unforeseen and action is required before the next annual update, or the project relates to an emergency involving the public health, safety and general welfare, the project must be placed upon the list immediately;
(f) Where the proposed project is to be located within the boundaries of community plan area then, to the extent possible consistent with public health and safety, the project will be compatible with the applicable community plan; and

(g) Where a public service project is proposed for construction in a community plan area before the community plan has been adopted by TRPA, the sponsoring entity shall demonstrate that the need for such a construction schedule outweighs the need for the prior completion of the community plan process.
Definitions for Chapter 18 of the Code of Ordinances

Airfields, Landing Strips and Heliports: Transportation facilities used for the landing or take-off of aircraft, including helicopters; also, any appurtenant areas used for airport buildings and accessory facilities, including terminals, aircraft sales and rentals, and fueling facilities. This definition includes uses such as airports, heliports, helipads, and seaplane bases.

Collection Stations: Establishments engaged in the temporary accumulation and storage of recyclable discarded materials, which are subsequently transported to recycling centers or solid waste disposal sites for further processing on a regular, and consistent schedule. (Does not include automobile wrecking yards or any recycling processing facilities, which are listed under Recycling and Scrap; does not include storage of toxic or radioactive waste materials.)

Government Offices: Buildings containing offices for public agencies including administrative offices, meeting rooms, and regional post offices, but does not include offices that are incidental and accessory to another government use, such as transit terminals, vehicle storage, campground, or storage yards.

Hospitals: Establishments primarily engaged in providing diagnostic services, extensive medical treatment including surgical and other hospital services; such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care.

Publicly Owned Government Meeting (Local Assembly and Entertainment): Facilities for public assembly and entertainment for the local community not to exceed a capacity of 300 people, such as community centers, meeting halls, and multi-purpose centers.

Local Public Health and Safety Facilities: Facilities operated by public or quasi-public entities for the local protection of the public such as fire stations and other fire prevention facilities, police and sheriff substations, highway maintenance and snow removal facilities, water tanks, pumps, and related facilities, and sewage pumps and related facilities, and emergency medical services.

Pipelines and Power Transmission: Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum such as gasoline and fuel oils; natural gas; mixed, manufactured or liquified petroleum gas; or the pipeline transmission of other commodities. Power transmission includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities; not including offices or service centers (classified in "Professional Offices"), equipment and material storage yards (classified under "Storage Yards"), distribution substations (classified under "Public Utility Centers"), power plants (classified under "Power Generating Plants").

Power Generating: Establishments engaged in the generation of electrical energy for sale to consumers. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."
Convention and Assembly Facilities (Public Owned Assembly and Entertainment): Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people such as public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for "live" theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.

Public Utility Centers: Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service. These uses include: electrical substation and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. These uses do not include office or service centers (classified in "Professional Offices or Government Offices").

Recycling and Scrap: Establishments engaged in assembling, breaking up, sorting, temporary storage and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap. Does not include terminal waste disposal sites, which are prohibited, and does not include temporary storage of toxic or radioactive waste materials.

Regional Public Health and Safety Facilities: Regional facilities operated by public or quasi-public entities for protection of the public such as fire stations and other fire prevention facilities, water and sewage facilities, transportation maintenance/storage facilities, police and sheriff substations and headquarters, including interim incarceration facilities able to accommodate a maximum of 100 prisoners at one time, and emergency facilities.

Schools - College: Junior colleges, colleges, universities and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees and requiring for admission at least a high school diploma or equivalent general academic training.

Transit Stations and Terminals: Passenger stations for vehicular and mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Including, but not limited to, buses, taxis, railway, ferries, etc.

Transportation Routes: Public right-of-ways which are improved to permit vehicular, pedestrian, and bicycle travel.
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<td>Wayne Teglia 555 Wright Way</td>
<td>Carson City, NV 89711</td>
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<td>Joe Borgerding P. O. Drawer P</td>
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<td>Ben Sullivan P. O. Box 4269</td>
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<td>Ronald L. Mannett P. O. Box 1190</td>
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<td>John Johnston P. O. Box 898</td>
<td>Sacramento, CA 95809</td>
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Independent Sanitation
P. O. Box 7102
Incline Village, NV 89450

U.S. Forest Service
P. O. Box 8465
So. Lake Tahoe, CA 95731

California State Parks
P. O. Box 2390
Sacramento, CA 95811

Nevada State Parks
201 So. Fall St, Rm 119
Carson City, NV 89710

Caltrans
Attn: Dana Cowell
P. O. Box 911
Marysville, CA 95901

NDOT
Attn: Dennis Barry
1263 S. Stewart St.
Carson City, NV 89712

Joe Caraveo
General Manager/Postmaster
Western Region
880 Cherry Ave, Ste 450
San Bruno, CA 94066

Cal-Vada Aircraft
P. O. Box 265
Honeymoon, CA 95718
MEMORANDUM

January 5, 1987

To: Public Service Agencies

From: Gordon Barrett

Subject: TRPA List of Additional Public Service Facilities 1988-1992

Thank you for your reply to my October 27, 1987 memo requesting a list of "additional" public service facilities.

The attached list will be presented to the TRPA Advisory Planning Commission on January 13, 1987 for review and comment. The final list will be presented to the APC on February 10 and to the Governing Board on February 24, 1987. Please check the list to see if it is correct. I have left off some projects which were submitted but are not required to be on the list. If there was a question as to whether it was a significant increase in capacity I included it on the list.

If you would like to make additions or corrections please contact me before January 29 at (702) 588-4547 or mail in any needed corrections.

GWB:cs
TRPA List of Additional Public Service Facilities 1988-92 Which Result in Additional Public Service

Chapter 33 Allocation of Development requires the TRPA to prepare a list of proposed public service projects. This list is limited to the categories listed below and which create additional public service as defined in Subparagraph 35.5.A(2).

The listed "additional" public service projects have been considered under the eligibility findings of subparagraph 33.5.A(4) and may be considered for construction by the TRPA. Those not listed shall be required to be added to the list providing the eligibility findings can be made. Minor projects not required to be on the list and projects covered under a master plan are exempt from the listing procedure.

I. AIR FIELDS, LANDING STRIPS AND HELIPORTS
   A. South Lake Tahoe Airport - Master plan in progress.
   B. Homewood Seaplane Base - No reply.

II. COLLECTION STATIONS
   A. South Tahoe Refuse - No reply.
   B. Independent Sanitation - No reply.
   C. Tahoe Truckee Disposal - No reply.

III. GOVERNMENT OFFICES
   A. Federal - No request.
   B. State - No request.
   C. Local
      1. Incline Administration Building

Description and Need: A 13,000 square foot office and justice court building to consolidate numerous county facilities now located around Incline.
Applicant: Washoe County Public Works Department
Location: PAS 045
Construction Date: 1989
Cost: $1,600,000
Eligibility Findings: Yes
2. **TCPUD Administration Building**
   Description and Need: A new office building to consolidate district facilities to one site.
   Applicant: TCPUD
   Location: PAS 001A
   Construction Date: 1992
   Cost: $1,600,000

3. **Administrative Office Expansion**
   Description and Need: Construct a 2,000 square foot addition for administration, accounting and data processing.
   Applicant: NTPUD
   Location: PAS 024A
   Construction Date: 1992
   Cost: Unknown
   Eligibility Findings: Yes

IV. **HOSPITALS**

A. **Barton Memorial Hospital**

1. **Physical Therapy Department**
   Project Description and Need: Construct a new 2,700 square foot building for post surgical therapy.
   Applicant: Barton Hospital
   Location: PAS 110
   Construction Date: 1988
   Cost: $300,000
   Eligibility Findings: Yes

B. **Lakeside Community Hospital** - Only minor projects.

V. **PUBLICLY OWNED ASSEMBLY AND ENTERTAINMENT FACILITIES**

A. **Incline Village Community Center**
   Description and Need: A multi-functional community center building to serve the residents of Incline.
   Applicant: Washoe County Parks and Recreation
   Location: PAS 048
   Construction Date: 1988
   Cost: $3,000,000
   Eligibility Findings: Yes

B. **Valhalla Boat House Conversion**
   Description and Need: Convert the Valhalla Boat House to a small public theater (350 people) to meet existing demand for such a facility.
   Applicant: USFS
   Location: PAS 127
   Construction Date: 1988
   Cost: Unknown
   Eligibility Findings: Yes
VI. LOCAL PUBLIC HEALTH AND SAFETY FACILITIES

A. Federal - No request.
B. State - No request.
C. Local

1. Mt. View Estates Fire Station
   Description and Need: A small residential area fire station to serve the Mt. View Estates area.
   Applicant: Lake Valley Fire Department
   Location: PAS 132
   Construction Date: 1992
   Cost: $200,000
   Eligibility Findings: Yes

VII. PIPELINES AND POWER TRANSMISSION

A. Gas - Only minor projects.
B. Electric

1. Kings Beach/Brockway Summit Upgrade
   Description and Need: Rebuild existing 650 power line to 120kv line to provide greater load transfer capability for reliability.
   Applicant: Sierra Pacific Power
   Location: PAS 019
   Construction Date: 1992
   Cost: $1,000,000
   Eligibility Findings: Yes

2. North Tahoe 129 kv Tie
   Description and Need: Construct a 120 kv line from Incline to Kings Beach Substations to provide for addition load transfer capability.
   Applicant: Sierra Pacific Power
   Location: PAS 019
   Construction Date: 1992
   Cost: $1,500,000
   Eligibility Findings: Yes

3. Stateline to Meyers Line Conversion
   Description and Need: Replace existing 640 line with a 120 kv line to provide additional load transfer capability.
   Applicant: Sierra Pacific Power
   Location: PAS 095
   Construction Date: 1992
   Cost: $1,000,000
   Eligibility Findings: Yes
IX. PUBLIC UTILITY CENTERS

A. Sewer

1. STPUD Plant Expansion
   Description and Need: Expansion of the sewer treatment plant from 7.5 mgd to 8.7 mgd treatment capacity to meet future TRPA Plan growth.
   Applicant: STPUD
   Location: PAS 098
   Construction Date: 1988
   Cost: $5,000,000
   Eligibility Findings: Yes

2. STPUD Emergency Retention Basin #2
   Description and Need: A 18 million gallon pond with wash down facilities to prevent spills to Lake Tahoe.
   Applicant: STPUD
   Location: PAS 101
   Construction Date: 1989
   Cost: $2,500,000
   Eligibility Findings: Yes

3. Storage Facility
   Description and Need: Construct a storage building to house the equipment used for maintenance.
   Applicant: NTPUD
   Location: PAS 024A
   Construction Date: 1992
   Cost: Unknown
   Eligibility Findings: Yes

B. Water - No request.

C. Electrical - No request.

D. Telephone

1. Homewood Central Office
   Description and Need: Replace existing central building with smaller modular building and replace equipment with modern equipment.
   Applicant: Pacific Bell
   Location: PAS 159
   Construction Date: 1990
   Cost: $250,000
   Eligibility Findings: Yes

E. Gas - No request.

F. TV Cable - No request.
X. REGIONAL PUBLIC HEALTH AND SAFETY FACILITIES

A. Police

1. Placer County Criminal Justice Facility/DPW Relocation
   Description and Need: Demolition of existing DPW yard, construction of new jail, and remodel of old County offices.
   Applicant: Placer County
   Location: PAS 006
   Construction Date: 1988
   Cost: $3,500,000
   Eligibility Findings: Yes

B. Fire - See local public health and safety facilities.

C. Transportation - No request.

D. Water and Sewer

1. Echo View Estates/Angora Intertie
   Description and Need: Pipeline to connect Echo View Estates to the Angora water system to provide backup water supply.
   Applicant: STPUD
   Location: PAS 118, 134, and 132
   Cost: $60,000

2. STPUD Water Well
   Description and Need: New water well to meet future growth.
   Applicant: STPUD
   Location: Unknown
   Construction Date: 1991
   Cost: $400,000
   Eligibility Findings: Need more information

3. STPUD Stateline Storage Tank
   Description and Need: A new storage tank adjacent to the Stateline Reservoir to provide additional storage to meet fire flow and peak water demands.
   Applicant: STPUD
   Location: PAS 080
   Construction Date: 1991
   Cost: Unknown
   Eligibility Findings: Yes

4. Tahoe Hills Tank
   Description and Need: Replace existing tank with a larger 175,000 gallon tank to meet fire flow requirements.
   Applicant: TCPUD
   Location: PAS 149
   Construction Date: 1988
   Cost: $110,000
   Eligibility Findings: Yes
5. **Tahoe City Well**
   Description and Need: New domestic water well and connecting pipeline to meet peak demand and fire flows.
   Applicant: TCPUD
   Location: PAS 001
   Construction Date: 1989
   Cost: $150,000
   Eligibility Findings: Yes

6. **McKinney Well and Tank**
   Description and Need: A new well and 150,000 gallon tank to meet peak demand and fire flows.
   Applicant: TCPUD
   Location: PAS 158
   Construction Date: 1989
   Cost: $210,000
   Eligibility Findings: Yes

7. **West Shore Main**
   Description and Need: Upgrade existing line 6,336 feet of new 12 inch water main to meet fire flow requirements.
   Applicant: TCPUD
   Location: PAS 171
   Construction Date: 1989
   Cost: $253,400
   Eligibility Findings: Yes

8. **Tahoe City Storage Tank**
   Description and Need: New 500,000 gallon water tank to meet peak demand and fire flow requirements.
   Applicant: TCPUD
   Location: PAS 002
   Construction Date: 1991
   Cost: $600,000
   Eligibility Findings: Yes

9. **Carnelian Heights #3 Tie In**
   Description and Need: A new 6 inch water main to alter pressure zones.
   Applicant: Fulton Water Company
   Location: PAS 013, 014
   Construction Date: 1990
   Cost: $15,000
   Eligibility Findings: Yes

10. **National Water Storage Project**
    Description and Need: Construct a 500,000 gallon water storage tank and transmission line to replace open reservoirs.
    Applicant: NTPUD
    Location: PAS 024A
    Construction Date: 1989
    Cost: $350,000
    Eligibility Findings: Yes
11. Dollar Force Main
Description and Need: Install a 3,300 feet force main from an existing pump station to the top of Dollar Hill.
Applicant: NTPUD
Location: PAS 010
Construction Date: 1990
Cost: $500,000
Eligibility Findings: Yes

12. New Lake Level Water Pump Station
Description and Need: Replacement of existing unreliable and inadequate pump station with reliable station having increased capacity.
Applicant: KGID
Location: PAS 070A
Construction Date: 1989
Cost: $1,500,000
Eligibility Findings: Yes

XI. SCHOOLS - COLLEGE

A. Lake Tahoe Community College - See TRPA approved master plan.

B. Sierra Nevada College - Will prepare a master plan.

XII. Transit Stations and Terminals - See TRPA Regional Transportation Plan, Action Element.

XIII. Transportation Routes - See TRPA Regional Transportation Plan, Action Element.
TRPA has developed a list of programs and capital improvements to carry out the goals and policies. The Action Element also contains a financial strategy for each capital improvement. The financial strategy identifies annualized costs and primary and secondary funding sources.

Community plans which are to be developed for approximately 20 commercial areas around the lake in the next two to three years are expected to assist in implementing the Goals and Policies set forth in this document. Each community plan is required to have a transportation, traffic circulation and parking element.

**Mass Transit Improvements**

**Short Range Transit Plan**

In the short term (First Five Years), transit improvements shall be consistent with the adopted Short Range Transit Plan (SRTP). On the south shore, there shall be six fixed routes. These routes will act as collectors in the major neighborhoods in both Nevada and California. Each of the six routes shall have a major portion of the route along Highway 50 in the visitor core. Twenty-four hour service should be provided on four of the six routes. In the visitor core, the combined routes would have ten minute headways throughout the major portion of the day. Fifteen minute headways should be provided in the midnight to early morning period. During the summer periods, service should be provided to the beaches. In addition, demand-responsive zones should be serviced beyond the fixed route areas in both California and Nevada. Figure 48 shows the South Shore Short Range Transit Plan.

On the north shore, regularly scheduled fixed route service would be operated between Tahoma California and Incline Village, Nevada. Thirty minute headways should be provided during most of the day, with 60 minute headways in the evening. During the summer, service would be extended to serve the beaches. Demand responsive zones also should be serviced on the north shore. Figure 49 shows the North Shore Short Range Transit Plan.

**Ski Shuttles**

Ski shuttle service, in the short term, should continue as is presently provided. Increased coordination between ski areas and additional public and private transportation providers should be developed in the area of scheduling to promote usage.

**Additional Mass Transit Improvements**

As the SRTP is developed and ridership builds, additional mass transit improvements shall be incorporated. Whereas the SRTP sets the priority for increased transit service, the additional improvements include:

1. Improved headways along beach bus routes during the summer months;
2. An extension of fixed route service into the Kingsbury Grade residential and commercial neighborhoods;

3. An extension of fixed route service to Zephyr Cove during the summer months;

4. Improved headways between Tahoe Keys and the casino core specifically to serve recreation and work trips;

5. Improved headways between the Roundhill/Nevada Beach area and the casino core during the summer months;

6. An intrazonal shuttle in the Tahoe City Highway 28 corridor during the summer months. This should be a short headway, minimal fare service which traverses the corridor;

7. An intrazonal shuttle in the Kings Beach/Tahoe Vista Highway 28 corridor during the summer months. This should be a short headway, minimal fare service which traverses the corridor;

8. A North Star to Kings Beach service during the peak visitor months. This service should be either a fixed route extension or shuttle service;

9. A Heavenly Valley to Stateline fixed guideway "people mover";

10. An extension of the TART system to Truckee with stops near River Ranch, Squaw Valley, and the campgrounds along Highway 89;

11. An expansion of fixed route service on the south shore into the unincorporated portions of El Dorado County. These routes would run primarily along Pioneer Trail, Highway 50, and Lake Tahoe Boulevard. These routes shall be evaluated for benefits resulting from neighborhood penetration;

12. In the long term, a fixed guideway or rail system along the Highway 50 corridor on the south shore shall be given consideration.

Streets and Highways

The following list of street and highway improvements and studies has been identified through a coordinated analysis with state and local governments, appointed advisory committees and the public. These improvements are intended to alleviate congestion "hot spots" in the region. The improvements and studies listed, are prioritized for each area of the Basin.

South Shore

1. A right turn lane on Route 50 West to Tahoe Keys Boulevard;

2. A free right turn lane and signal timing on Route 50 in the City of South Lake Tahoe from Pioneer Trail to Park Avenue. This project shall be delayed for a period of one year based upon the outcome of the South Shore Redevelopment Plan and EIS;
3. Operational improvements and highway alignments consistent with the circulation element of the South Shore Redevelopment Plan. These improvements must also help to achieve the transportation and air quality environmental thresholds. The circulation element shall consider an extension of Montreal Road to Pioneer Trail near Needle Peak, rerouting of U.S. 50 from around the casino core, and reducing from five lanes to three lanes on Route 50 between Pioneer Trail and the Nevada Loop Road;

4. Evaluation of an alternative route between Meyers and stateline;

5. Evaluation of an alternative route between the South Shore Wye and Roundhill;

6. Evaluation of an alternative route between Al Tahoe Blvd and the Montreal Extension;

7. Evaluation of improving traffic flow and safety on Route 50 from Echo Summit to Meyers;

8. Realignment of the Kingsbury Grade/Route 50 intersection including a free right turn lane from Kingsbury Grade onto Route 50 and two left lanes from Kingsbury onto Route 50;

9. Evaluation of a neighborhood connector road between Eloise Avenue and Ponderosa Avenue, provided environmental impacts can be mitigated;

10. Evaluation of a neighborhood connector road between Ponderosa Avenue and Sussex Avenue, provided environmental impacts can be mitigated;

11. Evaluation of a neighborhood connector road between Sussex Avenue and Freel Peak Avenue, provided environmental impacts can be mitigated;

12. A right turn lane on Route 89 South to Lake Tahoe Boulevard;

13. A right turn lane on Lake Tahoe Boulevard North to Route 50;

14. An extension of the Nevada Loop Road to Kingsbury Grade.

Tahoe City

1. Highway 28 corridor improvements which include a parking reconfiguration from angled to parallel parking (a net reduction of 84 parking spaces), a service road behind the business district between Grove Street and Fairway Drive serving as a parking lot connector, a parking lot adjacent to Grove Street accommodating approximately 100 parking spaces, a parking lot near Fairway Drive or the 64 Acre Tract accommodating approximately 50 parking spaces (see Figure 51);

2. A traffic light and intersection reconfiguration at Route 28 and Grove Street;

3. Route 89 realignment South of Fanny Bridge crossing the U.S. Forest Service 64 acre parcel to Route 89 near the Caltrans maintenance yard.
Kings Beach and North Stateline

1. Improvement at the intersection of Routes 28/267, including a left turn storage lane on Route 28 to Route 267, and a free right turn lane on Route 28 to Route 267;

2. A Route 28 corridor study to determine parking needs, capacity restraints and ingress/egress improvements.

Incline Village

1. Expansion from two lanes to three lanes on (one travel lane in each direction with a middle turn lane) Route 28 between the intersection of Lakeshore on the east and Lakeshore on the west (see Figure 52);

2. Analysis shall be completed to determine the need for a traffic control light at the intersection of Route 431 and Route 28.

Figures 50 through 53 show proposed operational improvements.

Transportation System Management

Transportation System Management (TSM) measures have been identified as additional means for reducing VMT and traffic congestion in the Lake Tahoe Basin. These measures are considered to have equal prioritization.

1. Educational programs utilizing local media to inform the local and visitor populations about the transportation services available in the Tahoe Basin;

2. Ridership incentives which include reduced employee and student transit fares, free fare days during peak periods or anticipated high carbon monoxide (CO) episodes;

3. Casino employee van pools which serve employee housing and identified high work trip interchange zones;

4. Transit improvements which include bus shelters and turn-outs;

5. Automobile metering from ski area parking lots to reduce peak period highway congestion;

6. Synchronization of Nevada and California traffic signals along Route 50.

7. The U.S. Postal Service will continue to implement the preferred alternative identified in the Postal Service Action Plan. The following service area locations will be studied for suitable NDC locations:
South Shore
Tahoe Sierra Tract
Tahoe Keys
Tamarack Subdivision
Gardner Mountain
Barton Tract
North Upper Truckee Area
Meyers
Ski Run and Pioneer Trail Area
Glenwood Area
Eastern Tahoe Paradise Area (Pioneer Trail)

Tahoe City
Lake Forest
Tahoe Park

Crystal Bay
Incline Village (Subject to the Community Plan in Item 10)

8. If upon evaluation of the Action Plan's established success criteria, the
NDCs do not experience a 75 percent box use and a notable reduction in box
rental demand at existing post offices and general delivery offices, the
TRPA shall work with the U.S. Postal Service to establish alternative means
to reduce VMT associated with delivery and for pickup of mail.

9. Community Plan Areas will be developed throughout the Basin. Community
plans will enhance pedestrian movement, access control, parking, and
integrate existing and future transit systems. Figure 53 shows the
proposed community plan areas in the Lake Tahoe Basin.

10. The Incline Village Community Plan shall include an evaluation and
recommendation for improvements in the current postal service so as to
decrease VMT to the extent feasible.

Social Services Transportation

Because the population of elderly and handicapped persons requiring specialized
transportation services is small in the Lake Tahoe Basin, the scope of necessary
improvements is also somewhat limited. However, these improvements are very
important to the people that need these services. A relatively small amount of
increased funding can have a dramatic effect on the quality and level of service
that can be provided to the elderly and handicapped.

Recommended improvements to the transportation services currently being provided
to the elderly and handicapped residents of the Lake Tahoe Basin include
increased funding for operating transportation services, developing service
plans for improving transportation services, purchasing needed equipment and
constructing necessary pedestrian facilities to improve the accessibility of the
transit systems to the elderly and handicapped.

It is recommended that the following actions and improvements be funded. All of
these improvements have equally high priorities. Primary revenue sources for
these improvements include TDA, UMTA and general funds.
1. Increased revenues and funds to be allocated to service providers for the expansion of transportation services for the elderly and handicapped;

2. Funding for the development of service plans for improving transportation services for the elderly and handicapped;

3. Increased funding for specialized transportation service equipment (wheelchair lift equipped vans) for the elderly and handicapped;

4. Funding for the construction or reconstruction of pedestrian and transit facilities to increase the accessibility of fixed-route transit systems to the elderly and handicapped.

Aviation

An Airport Master Plan and Noise Compatibility Study is being completed by the City of South Lake Tahoe for the South Tahoe Airport. This plan will identify all needed capital improvement projects and levels of general aviation, commercial jet and commuter service utilizing the airport. The plan is subject to the approval by TRPA upon completion. Until that time, the action element of the RTP is to support all general operations, rehabilitation, maintenance, and safety projects proposed by the City of South Lake Tahoe for the South Tahoe Airport, so long as they do not result in an expansion, other than for test or study purposes. Facility improvements at the South Lake Tahoe Airport shall be set forth in the adopted master plan.

Waterborne

Existing waterborne services primarily satisfy visitor recreation trip purposes. The RTP supports this mode of transportation and encourages implementation of the following waterborne services.

1. Continuation and expansion of waterborne excursion transportation, which includes scenic tours and excursions to areas of historical interest.

2. The initiation of a point-to-point waterborne transportation service between Tahoe City, Kings Beach, Incline Village and the South Shore.
Non-Motorized

Bikeways

Bikeways within the Tahoe Basin shall be expanded to improve circulation, reduce conflicts between motorists and bicyclists and provide an alternative to the private automobile. Map number 2 shows the existing and proposed bicycle facilities in the Tahoe Basin. In addition to these identified facility improvements, the South Shore Redevelopment Plan and the Tahoe City and Kings Beach Community Plans shall identify additional bikeway facilities which integrate with the bikeway plan.

The major bikeway improvements needed in the Tahoe Basin include:

1. Completion of the class I bikeway from Kingsbury Grade to Roundhill;
2. Completion of a class I or II bikeway from Roundhill to Cave Rock;
3. A class I and III bikeway connecting Park Avenue and the Loop Roads in the South Shore;
4. Completion of a class II bikeway along Pioneer Trail to Meyers;
5. A class I bikeway parallel to Route 50 between Pioneer Trail and the Route 50/89 intersection in Meyers;
6. Completion of a class II bikeway along Lake Tahoe Boulevard and Upper Truckee River Road to Route 50;
7. A class III bikeway along Route 89 between the junction of Route 50 and Luther Pass;
8. A class I bikeway along Route 89 serving the Meeks Bay recreational area;
9. Completion of a class I bikeway along Route 89 North of Tahoe City to Squaw Valley;
10. A class I bikeway from Dollar Hill to Incline Village;
11. A class I bikeway along Route 28 through Incline Village to Marlette Creek;
12. Class I, II and III bikeways along identified local streets of Incline Village.

Pedestrian

Pedestrian movement shall be enhanced in the urban areas of the Lake Tahoe Basin. The following needed pedestrian improvements have been identified by the TRPA and local governments:

1. A separate pedestrian facility parallel to Route 28 through the Tahoe City Urban Area;
2. Separate pedestrian facilities parallel to and on both sides of Route 28 through the Kings Beach Urban Area;
3. Evaluation of a pedestrian separation between the casinos in Crystal Bay.

4. A complete and separate pedestrian facility parallel to Route 50 within the boundaries of the redevelopment area;

5. An elevated or underground pedestrian separation between the High Sierra and Caesar's casinos. This is a control measure identified in the 1982 Air Quality Plan. This control strategy would eliminate the traffic signal at mid block in the casino core and is consistent with the redevelopment plan for the south shore.

6. A pedestrian facility parallel to Route 50 from the casino core to the Kingsbury Grade area.

7. A pedestrian facility parallel to Pioneer Trail from Needle Peak to Route 50.
Financial Plan

The attached matrix shows each individual Transportation Control Measure (TCM) and associated Funding Sources and Financial Strategies for each TCM. Also included in the matrix is an annualized 20-year cost associated with each TCM. The matrix is intended to depict primary and secondary sources of funding and financing.

The TRPA shall assist in the implementation of the Transportation Control Measures (TCMs) presented in the RTP. To achieve this goal, the TRPA has developed a financial plan indicating feasible institutional arrangements to fund the projects. The plan stresses an equitable mix of government and private sector participation for funding.

For each TCM, primary and secondary funding sources or financial strategies are identified. The primary funding sources may not always be available for the identified TCM's. For this reason, the secondary sources have been identified and may in actuality become the primary funding sources. The implementation of the RTP and identified TCMs requires attention to the financial plan.

Transportation Development Act (TDA) funds are, by California law, distributed primarily for the purpose of supporting transit. However, this funding source is also available for bicycle and pedestrian facility improvements. TDA funds for streets and road improvements can only be used provided that no unmet transit needs have been identified. The RTP is the basic guiding document for distribution of these funds.

Major highway projects are programmed through the California State Transportation Improvement Program (STIP) process and the Nevada Department of Transportation. In the state of California, the state highway funding program process allocates "county minimum" funds to be used for state highway projects. These funds are released to the Placer and El Dorado Local Transportation Commissions (LTC). The TRPA needs to work with the LTC's to ensure that priority projects both within and outside the Basin receive equal attention. Recently, Caltrans decided that the Regional Transportation Planning Agency (RTPA) shall be the lead agency for route adoption studies. In the past, Caltrans was the responsible agency. This is important with a possible new Route 50 adoption on the south shore in the redevelopment area.

Also attached is a glossary of definitions and abbreviations describing each source of funding and financing.
MASS TRANSIT

Beach Bus Service: $40,000 annual cost
Primary funding sources are the U.S. Forest Service, LTF funds, and farebox revenues. Secondary sources included STA and State Parks monies plus general funds of local jurisdictions.

Ski Bus Service: $200,000 annual cost
Primary funding sources are the ski areas. Secondary sources include general funds, taxes, farebox revenues and direct developer contributions.

Short Range Transit Program: $4,190,000 annual cost
Primary funding sources are UMTA, LTF and STA monies, plus farebox revenues and casinos. Secondary sources include state grants, local bonds and ski area contributions.

Bus Extension into Truckee: $63,000 annual cost
Primary funding sources are LTF funds and farebox revenues. STA funds are a secondary source.

Bus Extension into Round Hill: $40,000 annual cost
Farebox revenues are considered the primary funding source at this time.

Bus Extension into Kingsbury: $40,000 annual cost
Farebox revenues are considered the primary funding source at this time.

Bus Extension into Zephyr Cove: $40,000 annual cost
Farebox revenues are considered the primary funding source at this time.

Bus Extension into Tahoe Keys: $40,000 annual cost
Farebox revenues are considered the primary funding source at this time. STA funds are a secondary source.

Tahoe City Intrazonal Shuttle: $53,000 annual cost
Primary funding sources are assessment districts or certificates of participation. Secondary sources include LTF funds and farebox revenues. UMTA demonstration grant funds are also considered a possible source to fund start up of system.

Kings Beach Intrazonal Shuttle: $53,000 annual cost
Primary funding sources are assessment districts or certificates of participation. Secondary sources include LTF funds and farebox revenues. UMTA demonstration grant funds are also considered a possible source to fund start up of system.

North Star-Kings Beach Shuttle: $83,000 annual cost
Primary source of funding is the North Star ski area. Secondary sources include LTF funds and farebox revenues.

Heavenly-Stateline People Mover: $1,700,000 annual cost
Primary funding sources are the casinos and the Heavenly Valley ski area. UMTA grants are a secondary source.
Long Range Transit Expansion: $4,190,000 annual cost
Primary funding sources include UMTA grants, LTF and STA monies, casinos and farebox revenues. Secondary sources include state grants, local bonds and ski area contributions.

Light Rail: $6,500,000 annual cost
Principal funding sources are UMTA grants and local bonds.

TSM

Education: $30,000 annual cost
Primary funding sources are LTF monies and TRPA mitigation funds. A multitude of secondary sources exist including grants at federal, state and local levels, plus funds from the private sector.

Ridership Incentives: $208,000 annual cost
Primary funding sources are TRPA mitigation funds plus casino and ski area contributions. Secondary sources include STA and LTF funds, local taxes and the private sector.

Casino Employee Van Pools: $157,000 annual cost
Primary funding sources are the casinos. TRPA mitigation funds are a secondary source.

Transit Improvements: $5,000 annual cost
Primary funding sources include NDOT, Caltrans, conditions of approval, and TRPA mitigation funds. Mitigation funds from local jurisdictions are secondary sources.

Auto Exit Metering: $5,000 annual cost
Primary funding sources are the ski areas.

Neighborhood Delivery Centers: $70,000 annual cost
Funding provided by the U.S. Postal Service.

Home Mail Delivery: $2,000,000 annual cost
Funding provided by the U.S. Postal Service.

STREET AND HIGHWAYS

South Bypass Loop: $15,000 annual cost
Primary funding sources are NDOT and STIP monies. Secondary sources include bonds and taxes of local jurisdictions and direct developer contributions.

North Bypass Loop: $13,500 annual cost
Primary funding sources are FAU grants plus NDOT and STIP monies. Secondary sources include bonds and taxes of local jurisdictions and direct developer contributions.
**Loop Road to Needle Peak:** $600,000 annual cost
Primary funding sources are bonds and taxes from local jurisdictions. Secondary sources include direct developer contributions and FAU grants.

**Park Ave./Laurel Ave. Realignment:** $50,000 annual cost
Primary funding sources are STIP monies and local bonds. Secondary sources include local taxes and direct developer contributions.

**Ski Run Blvd. Improvements:** $10,000 annual cost
Primary funding sources include STIP monies and direct developer contributions.

**Wildwood Ave. Improvements:** $10,000 annual cost
Primary funding sources include STIP monies and direct developer contributions.

**Rt. Turn Lane Pioneer to Park:** $55,000 annual cost
Primary funding sources include STIP monies and general funds from local jurisdictions.

**Rt. Turn Lane WB Hwy 50 to Keys:** $3,000 annual cost
Primary funding source is Caltrans.

**Neighborhood Connector Roads:** $200,000 annual cost
Primary funding source is general fund of local jurisdiction.

**Tahoe City Corridor Improvements:** $40,000 annual cost
Primary funding sources are STIP monies plus local bonds and assessment districts. Secondary sources include local taxes and TRPA mitigation funds.

**Three Lanes thru Incline Village:** $486,000 annual cost
Primary funding source is NDOT.

**Loop Road to Kingsbury:** $400,000 annual cost
Primary funding source is NDOT.

**Hwy 28 & 267 Intersection Improvement:** $5,000 annual cost
Primary funding source is through the state of California. Secondary sources are the general funds of local jurisdictions.

### NON MOTORIZED

**Increase Bike Circulation:** $200,000 annual cost
Primary funding sources include the U.S. Forest Service, State Parks, public utilities, plus STIP and LTF monies and Bike Lane Assistance (BLA) funds. A number of secondary sources exist including NDOT, Caltrans, conservancies, direct developer contributions, mitigation fees, and funds from local jurisdictions.

**Pedestrian Improvements:** $70,000 annual cost
The primary funding source is conditions of approval. Secondary sources include NDOT, Caltrans, and local assessment districts.
Hwy. 50 Corridor Bike/Ped Improvements: $25,000 annual cost
Primary funding sources are STIP monies and local assessment districts.
Secondary sources include conservancies, local bonds and taxes, and direct
developer contributions.

WATERBORNE/AVIATION

Aviation: $1,800,000 annual cost
Primary funding sources include the FAA, STIP monies, general funds, and airport
user fees. Secondary sources include assessment districts, bonds and taxes from
local jurisdictions, plus contributions from casinos, ski areas and service
providers.

Waterborne Excursion with Shuttle: $0 annual cost
Primary funding to be contributed by service provider.

Waterborne Point to Point: $4,800,000 annual cost
Funding sources including UMTA, farebox, casinos, ski areas and service
providers are considered equally.

COMMUNITY PLAN

Community Plan: $
Primary funding sources include TRPA, assessment districts, bonds, taxes and
mitigation monies from local jurisdictions, plus direct developer contributions.
MEMORANDUM

January 5, 1988

To: Advisory Planning Commission

From: TRPA Staff

Subject: List of Additional Developed Recreation

The attached list of proposed recreation projects (Attachment 1) was prepared in consultation with appropriate recreation entities, pursuant to Section 33.6 of the Code of Ordinances (Attachment 2) and consistent with the recommendations of the recreation committee as approved in September 1987.

Based on the information received from sponsoring entities, these proposed projects are eligible for inclusion on the list. This list is being recirculated to the recreation agencies for their review and comment.

Recreation related projects not eligible for listing have been listed separately for informational and coordination purposes.

Action Requested

The staff requests that the APC review and comment on the list. Based on comments and responses from APC and the recreation agencies, staff will prepare a final list for APC review and recommendation in February.

Attachments

(1) List
(2) Section 33.6 of Code
33.6 Regulation Of Additional Developed Recreation: TRPA shall regulate the rate and distribution of additional developed recreation as follows:

33.6.A Requirement For Appearance On List Of Additional Developed Recreation: No person shall construct a project or commence a use, which creates additional developed recreation, unless the project, or use appears on the list of additional developed recreation prescribed by this Subsection. In order to construct the developed recreation project or commence the developed recreation use, the person proposing same shall comply with all other applicable provisions of this Code. Projects, which are required by TRPA to prepare specific or master plans, such as marinas and ski areas, are exempt from inclusion on the list, provided any expansion in capacity for such projects shall be pursuant to the adopted specific or master plans.

(1) Applicable Recreation Uses: The recreation uses set forth in Chapter 18 for urban and developed outdoor recreation are eligible for inclusion on the list of additional recreation.

(2) Definition Of "Additional Developed Recreation": Developed recreation is considered "additional" if it is to be created pursuant to a TRPA approval issued on or after January 1, 1987 and results in an increase in vehicle trips that requires a traffic analysis pursuant to Subsection 93.3.B, or increased floor space of five percent, or 500 square feet, or would increase capacity by 25 or more PAOT in the case of outdoor recreation. (See Subsection 13.5.L.) The conversion of an existing nondeveloped-recreation use to a use constituting developed recreation is additional developed recreation subject to this chapter. The following are not "additional" outdoor recreation development:

(a) The reconstruction or replacement, on the same parcel, of recreation facilities legally existing on, or approved before, January 1, 1987;
(b) Modifications to legally existing recreation and accessory uses thereto, that do not create additional service capacity;
(c) Relocation of legally existing recreation development through a transfer approved by TRPA pursuant to Chapter 34; or
(d) Dispersed recreation.
(3) **Preparation Of List:** TRPA, in consultation with all appropriate recreation entities, shall prepare a list, including a description, of all additional recreation facilities anticipated for construction during the first five-year period of the Regional Plan. The list shall be updated, and amended accordingly, at the beginning of each calendar year. The Governing Board shall adopt and amend said list, provided the proposed projects meet the criteria in subparagraph (4) below.

(4) **Eligibility For Inclusion On List:** Projects included on the list shall be projects, for which the sponsoring entity demonstrates and TRPA finds that:

(a) There is a need for the project;
(b) The project complies with the Goals and Policies, the applicable plan area statements, and this Code;
(c) The project is consistent with TRPA 20-year targets for outdoor recreation, which are 6,114 persons at one time ("PAOT") in overnight facilities, 6,761 PAOT in summer day-use facilities, and 12,400 PAOT in winter day-use facilities, as well as the allocations set forth in the plan area statements;
(d) The project meets the findings adopted pursuant to Article V(g) of the Compact as set forth in Chapter 6 as they are applicable to the project's recreational service capacity; and
(e) Where the project was unforeseen and action is required before the next annual update, or the project relates to an emergency involving the public health, safety and general welfare, the project must be placed upon the list immediately.

(5) **Priority:** Projects included on the list generally shall be given priority over those not on the list.