TRPA
APC
PACKETS

MAY
1996
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 8:30 a.m. on Wednesday, May 8, 1996, at the Horizon Casino Resort, U.S. Highway 50, Stateline, Nevada. The agenda for the meeting is attached hereto and made a part of this notice.

April 29, 1996

By: [Signature]
James W. Baetge
Executive Director

This agenda has been posted at the TRPA office and at the following post offices: Zephyr Cove and Stateline, Nevada, and Tahoe Valley and Al Tahoe, California. The agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office, and the North Lake Tahoe Chamber of Commerce.
All items on this agenda are action items unless otherwise noted.

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PUBLIC INTEREST COMMENTS (No Action)

Any member of the public wishing to address the Advisory Planning Commission on an agenda item not listed as a Public Hearing or a Planning Matter item, or on any other issue, may do so at this time. However, public comment on Public Hearing and Planning Matter items will be taken at the time those agenda items are heard.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

IV. DISPOSITION OF MINUTES

V. PUBLIC HEARING AND RECOMMENDATION TO THE GOVERNING BOARD

A. Amendment to Chapter 97, Employer-Based Trip Reduction Program Relative to Credits Given for Membership in Transportation Management Associations*

B. Amendment of PAS 041, Incline Village #3 (Residential), to Permit Multiple Family Dwellings as a Permissible Use on Certain Parcels on Which the Use is Presently Not Permitted*

C. Certification of Final EIR/EIS for Heavenly Ski Resort and Adoption of Heavenly Ski Resort Master Plan*

D. Draft EIS for the Lake Tahoe Shorezone Development Cumulative Impact Analysis

VI. PLANNING MATTERS


VII. REPORTS

A. Executive Director

B. Legal Counsel

C. APC Members

VIII. ADJOURNMENT
April 29, 1996

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment to Chapter 97 of the Code of Ordinances, relating to Employer-based Trip Reduction Program

Proposed Action: The proposed action is to recommend approval of an amendment to Chapter 97 of the Code of Ordinances, relating to the Employer-based Trip Reduction Ordinance. The amendment will change the credits given to an employer for membership in a Transportation Management Association, and to allow for sharing responsibility for approval of employer transportation plans.

Staff Recommendation: Staff recommends the APC hold a public hearing and recommend adoption of the Chapter 97 amendment to the TRPA Governing Board.

Background: The Employer-based Trip Reduction Program set forth in Chapter 97 was adopted by the TRPA Governing Board March 23, 1994. This program is intended to assist in the achievement and maintenance of environmental thresholds for transportation, air quality and water quality. The provisions of Chapter 97 apply to all employers in the Tahoe Region.

Chapter 97 establishes two levels of program requirements. Level 1 applies to all employers. Level 1 requirements are intended to encourage ridesharing and use of alternative transportation commute modes by posting transit, bicycling and ridesharing information in conspicuous places and by distributing rideshare applications to interested employees.

Level 2 requirements apply to all employers and employers within common work locations, with 100 or more employees. Level 2 requirements include those activities set forth for Level 1 employers, as well as the preparation of an Employer Transportation Plan (ETP).

The ETP must include descriptions of the employer’s business activity, existing transportation programs and facilities, a survey of employee commute characteristics, and transportation control measures (TCM) that the employer will implement to reduce the number of single occupant vehicle trips.

The TCMS involve both mandatory and optional activities for inclusion in the ETP. The required TCMS include designation of an employee transportation coordinator, posting of transit, bicycling and ridesharing information, and designation of preferential parking spaces for carpool use.

Optional activities are assigned credits. Each transportation plan for employers with between 100 and 200 employees shall include optional TCMS totaling 15 credits, and employers with more than 200 employees shall include optional TCMS totally 22 credits. There are 20 specific TCMS to choose from for the optional credits with varying amounts of credits assigned to them.
Memorandum to Advisory Planning Commission  
Amendment to Chapter 97  
Page 2

TRPA staff are to review ETPs and evaluate whether they are adequate. All employee transportation coordinators shall meet with TRPA at least once every two years to review the plan, and TRPA is authorized to conduct random audits to evaluate effectiveness of the plans.

Discussion: The proposed amendment to Chapter 97 involves increasing the number of credits assigned to membership in a Transportation Management Association (TMA) from 5 to 15 credits, and to share responsibility for review of new employer transportation plans, annual employee commute surveys and biennial plans to the Executive Directors of the Truckee-North Tahoe TMA and the South Shore TMA.

The following are the pertinent changes to Chapter 97 (changed text in bold):

97.3.B.4 Transportation Management Association (TMA) Membership (15 credits): For an ETC’s active participation in a regional TMA. To qualify as active participation, the ETC shall attend membership meetings or send a designated representative, pay all required dues, and be involved in any other programs which the TMA Board administers.

97.4 Plan Review: The Employer Transportation Plan shall be referred to the TRPA TCM Coordinator or the Executive Director of a regional TMA for review and evaluation of the proposed mitigation measures. The TRPA TCM Coordinator or the Executive Director of a regional TMA shall make a recommendation to the TRPA Executive Director. The Executive Director may approve, deny or modify the Plan.

The amendment will provide three primary benefits. First, it will reduce the regulatory burden on affected employers without eliminating the need to comply with Chapter 97. The amendment will allow those employers with 100 to 200 employees to join a TMA and earn all of their optional credits. They would still be required to submit a transportation plan and comply with all the associated requirements. This plan could be submitted with the annual TMA dues. A review of TMA members will show which employers have not satisfied the requirements of Chapter 97. Employers with more than 200 employees will still be required to effect additional TCMs to meet their 22 credit total.

Secondly, it will strengthen the two TMAs that rely almost entirely on membership dues to support their programs. The TMAs would be able to use Chapter 97 as an incentive for new members, increasing the membership base and annual dues used to fund their activities. By becoming involved in the TMA, employers can begin to better understand the many transportation issues facing the Region, and participate in the efforts to address these issues. Employers would have greater access to the information needed to give to their employees.

Thirdly, it will reduce the administrative burden on TRPA staff to identify and track all of the employers in the Tahoe Basin. TRPA staff recognize that the TMAs have greater access to and understanding of the local employers in the Region. The Chambers of Commerce are members of the TMAs. TRPA will not be totally responsible for tracking changes in the private sector, a role that the TMAs are especially suited for.
Findings: Prior to the adoption of the amendment to Chapter 97, Chapter 6 requires certain findings to be made. The findings and rationales are as follows:

Chapter 6 Findings:

1. Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: This amendment is intended to provide additional incentive for implementation of employer trip reduction activities by placing greater value for membership in a transportation management association. Employers are still required to abide by all other provisions of Chp. 97.

2. Finding: That the project will not cause the environmental thresholds to be exceeded.

Rationale: This amendment is expected to generate additional transit ridership and new services and encourage ridesharing and other non-motorized trips, thereby reducing vehicle miles travelled.

3. Finding: Wherever federal, state and local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.

Rationale: The amendment is designed to increase the use of transit and ridesharing, thereby reducing vehicle trips, in an effort to attain air and water quality standards.

4. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: The Employer Based Trip Reduction Program is designed to reduce the number of vehicle trips made to and from employment sites. Its implementation will assist in the achievement and maintenance of the thresholds.

5. Finding: The Regional Plan, as amended, achieves and maintains the thresholds.

Rationale: See 4 above.

Ordinance 87-8 Findings: Section 2.40 of Ordinance 87-8 requires the following findings prior to Code amendments. The required findings and their rationales are:

1. Finding: The amendments are consistent with the Compact and with attainment or maintenance of the thresholds.
Rationale: For reasons stated in Findings 1 - 4 above, the proposed amendment is consistent with attainment or maintenance of the thresholds. All employers must comply with Chapter 97.

2. One of the following findings:

a. There is a demonstrated conflict between provisions of the Regional Plan package, and the conflict threatens to preclude attainment or maintenance of thresholds; or

b. The provision to be amended has been shown through experience to be counter-productive or ineffective and the amendment is designed to correct the demonstrated problem and is an equal or better means of implementing the Regional Plan and complying with the Compact; or

c. Legal constraints, such as court orders, decisions or Compact amendments, require amendment of the Goals and Policies or Code; or

d. Technical or scientific information demonstrates the need for modification of a provision of the Goals and Policies or Code; or

e. The provision to be amended has been shown, through experience and time, to be counter-productive to or ineffective in attainment or maintenance of the thresholds; or

f. Implementation of the provision sought to be amended has been demonstrated to be impractical or impossible because of one or more of the following reasons;

(1) The cost of implementation outweighs the environmental gain to be achieved; or

(2) Implementation will result in unacceptable impacts on public health and safety, or

(3) Fiscal support for implementation is insufficient and such insufficiency is expected to be a long-term problem.

Staff proposes to make Finding e for the following reasons:

Rationale and Evidence: As noted in the previous findings, increased compliance with the Employer-based Trip Reduction program through increased membership of a regional TMA will generate additional funding for transit and non-motorized vehicle services and programs, as well as an increase in the number of regional carpools. Participation in TMA programs will serve to increase community transportation awareness.

If there are any questions or comments regarding this agenda item, please contact Richard Wiggins at (702) 588-4547.
MEMORANDUM

April 26, 1996

To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: Amendment of Plan Area Statement 041, Incline Village #3 (Residential), to Permit Multiple Family Dwellings as a Permissible Use on Certain Parcels on Which the Use is Presently Not Permitted

Proposed Action: The owners of a 7.2 acre vacant parcel of land located in Plan Area 041 Incline Village Unit #3 (Residential) propose to amend the Plan Area Statement to permit Multiple Family Dwellings as a Permissible Use on their parcel at a maximum density of 4 units/acre. The proposal involves amending the Plan Area Statement List of Permissible Uses and the Table of Maximum Densities. This would be done by creating a new Special Area and related special designations and policies for site development. Refer to Exhibit A, Plan Area Statement 041.

The applicants stated purpose for the amendment is to permit development of between 24-28 market rate detached single family homes. The existing plan area statement would permit development of one single family dwelling and one secondary residence (e.g., guest house) and certain public service, outdoor recreation and resource management uses. Refer to Exhibit A.

Because the amendment would add multiple family dwellings to a parcel which presently does not allow such a use, Chapter 13 of the TRPA Code of Ordinances requires TRPA to make specific findings prior to approval that the site is suitable for transit-oriented development (TOD). The findings are presented below in the Chapter 13 Findings section and form portions of the basis for the recommended conditions of approval.

Staff Recommendation: Staff recommends that the Advisory Planning Commission recommend approval of the proposed amendment, as conditioned, to the Governing Board.

Background: If successful, the applicants intend to seek approval of a multiple family residential project of 24-28 units, then subdivide the "existing" development (approved but not built) into individual building
envelopes and shares of the remaining common open space. TRPA has previously approved projects with similar layouts, some at greater densities, particularly in Incline Village, however, this is the first time where an actual "rezone" was sought to add multiple family residential as an allowed use to a parcel.

The subject vacant land is shown in Exhibit B, Vicinity Map. It has frontage along Village Boulevard in Incline Village near the Country Club Drive intersection. It is a mix of land capability classes, including classes 1b (stream environment zone), 1c, 2, 4 and 6. The site is mostly classes 4 and 6. Third Creek runs along the eastern portion of the site and includes a 35 foot wide SEZ setback on both sides. Part of the riparian corridor associated with the creek is disturbed and is in need of restoration. A highly disturbed borrow material pit (capability class 1c) is on the property and is approximately 1 acre in area. TRPA has formally verified approximately one acre of existing land coverage in the SEZ portion of the site.

In the 1960’s, the site was originally purchased by Washoe County from the developer of Incline Village for an elementary school site. The school was not built and in 1995 the Washoe County School District auctioned the parcel off to the highest bidder. Potential bidders who contacted TRPA were provided with the allowed land uses in effect at the time (e.g., one single family plus one secondary residence).

Surrounding Land Uses. Existing land uses in the vicinity of the site include a mixture of residential types, primarily single family dwellings with some duplexes, and four-plexes. Two larger condominium projects are located across Village Boulevard from the site. They are located in Plan Area 044, Fairway (Residential), in which multiple family dwellings are a permissible use. In Plan Area 041, the Incline Village Executive (par 3 layout) golf course which is located north of the site is part of Incline Village Unit #3, an approved density transfer subdivision. The approved density of Incline Village Unit #3 is four units/acre while the actual density is 620 units on 226 acres of land or slightly more than two units/acre. Refer to Exhibit C, Existing Land Uses.

The subject site is not a part of the Incline Village Unit #3 subdivision and, therefore, is not currently permitted to have multiple family dwellings on it. Unit #3 includes the four-plex residential units surrounding the Incline Village Executive Golf Course. The golf course lands were used in the Unit #3 density calculation and involved a transfer of development density from the golf course to the four-plex parcels. Refer to Plan Area Statement 041 Planning Consideration #1 and Special Policy #3 which address the density transfer. Unit #3 was approved by Washoe County prior to the formation of TRPA.

Washoe County Land Use and Zoning Designations. The proposed amendment was not consistent with existing Washoe County Land Use and Zoning designations, however, within the past two weeks Washoe County has approved a Land Use Designation change. Existing Washoe County zoning for the parcel is E-1, 1st Estate Residential. Proposed projects need only be consistent with either the
Land Use or Zoning Designation, but not both. The zone generally permits single family residential uses to be developed at a minimum 15,000 square foot minimum lot size (slightly less than 3 units/acre density or roughly 21 total units on the site). All Washoe County zoning is scheduled to sunset later this year so the Land Use designation will become the only method of determining allowable land uses.

Discussion: From a land use standpoint the proposed build-out of the site, as proposed, will look and function like a new residential subdivision with a detached single family dwelling layout. It would have its own internal road network and individual building sites, including some amount of common open space. It will be different than surrounding land uses which are either detached single family dwellings on individual parcels, attached multi-family condominiums or four-plexes.

While technically not a lot and block subdivision because of the proposed method of common open space ownership, the proposed layout appears to closely resemble the layout of a lot and block subdivision. Typically, a multiple family site plan would include attached or clustered multi-storied buildings, significantly higher densities, no individual building envelopes, common parking, paths between all activities and buildings on the site, open space for wildlife habitat and stream zone conservation, areawide runoff and erosion controls and on-site recreational amenities.

In addition, using the criteria listed in the required TOD finding, below, it is difficult to demonstrate that the parcel is suitable for transit-oriented development (TOD). The two key criteria in developing a TOD are high densities (to establish a critical mass which transit can efficiently serve) and location within the urban core or downtowns (which promotes walking trips, transit use, and the opportunity to work and live in close proximity).

The site is not located near the commercial core and does not have access to neighborhood services within a ten minute walk, except for the Incline High School and the Sierra Nevada College (which is scheduled to move closer to the downtown). Both of these facilities may be close to a ten minute walk downhill, but will take longer to return due to the uphill grade.

There are very few pedestrian or bicycle connections in the immediate neighborhood. No designated bicycle trails exist along Village Boulevard uphill from College Drive. There are no pedestrian facilities anywhere in the vicinity. It is not a neighborhood which is set up for walking.

There are currently no opportunities for residential infill at densities of 8 units/acre or more or for infill with mixed uses (i.e., commercial/public service and tourist are not permissible uses). The only development in the vicinity with a density greater than 8 units/acre is the existing Glenrock Townhouse development across Village Blvd. It has an estimated density of 10 units/acre.

Hourly transit service on TART, however, is presently available along Village Boulevard.
Findings: Prior to amending the plan area boundary, TRPA must make the following findings. Because the proposed amendment is to add multiple family as a permissible use, specific findings found in Chapter 13 of the Code must be made that the amendment will facilitate "transit-oriented development" (TOD). Due to the distance of the site's location away from the core commercial areas and the proposed low density, providing a basis for making the required TOD findings has been an issue of concern for staff. This is discussed further below.

Chapter 13 Findings


Rationale: Subsection 13.5.B is the Plan Area Major Land Use Classification and Management Designations. The Plan Area Land Use Classification is Residential. This is consistent with the proposed use. Further, residential areas should be developed on moderate-high capability lands, have access to services and include areas now developed for residential uses. The proposed action would be consistent with the designations as shown below, however, the Land Use Classification and the Management Strategy do not differentiate between single family and multiple family residential.

The Management Strategy for Plan Area 041 is "Development with Mitigation." Areas with this designation can accommodate additional development if the impacts are fully mitigated and the land is capable of withstanding the use. Both onsite and offsite mitigation of environmental impacts from development shall be required. Additional development which may be approved on the site must demonstrate that all impacts are fully mitigated. Installation and maintenance of on-site BMPs will be required as a condition of developing the parcel. The applicant has proposed to restore the disturbed section of Third Creek which traverses the property. The Natural Resources Conservation Service has provided technical assistance in developing a restoration plan, however, its funding and implementation is at this point uncommitted. It is unclear at this point how much of the SEZ would be required to be restored as a project-level BMP. Additional development impacts include placement of additional land coverage and generation of additional vehicle trips. Both items will be required to be mitigated.
Subsection 13.5.C addresses Plan Area Special Designations. Plan Area 041 Special Designations include a Transfer of Development Right Receiving Area for Multi-Residential Units and the MULTI RESIDENTIAL BONUS UNIT INCENTIVE PROGRAM. The designations are only for the parcels in Unit #3 which are part of the density transfer program involving the golf course. Also, because of the environmental threshold mitigation required to approve the amendment, neither of these Special Designations will apply. This will be clarified through a notation in Plan Area 041 that the Special Designations may not be used in the newly-created Special Area #1. Further discussion is provided below in the Chapter 6 Findings.

3. **Finding:**

If the amendment is to add multiple-family as a permissible use to a plan area or for one or more parcels, the plan area or affected parcel must be found suitable for transit-oriented development (TOD). Factors in determining suitability for TOD may include, but are not limited to, areas that have transit and neighborhood services within 10 minute walks, good pedestrian and bike connections, opportunities for residential infill (at densities greater than 8 units per acre) or infill with mixed uses, and adequate public facilities.

**Rationale:**

In order to provide a basis for making this finding, the following items are recommended to be included in the proposal as conditions of approval:

* Provision of an on-site pedestrian circulation system which connects all individual uses on the site and provides access to the neighborhood, to common open space and other facilities and which is maintained year-round (also required by Chapter 30 of the Code of Ordinances);

* Provision of home mail delivery only to all residential units within the project;

* Provision of two transit shelters at the two existing stops near the front of the parcel along Village Blvd. The design of the shelters should be consistent with the design of existing transit shelters found along State Route 28 in Incline Village.

* Execution of a "will-serve" agreement with Diamond Peak to provide ski shuttle service to the transit stops;

* Provision of a Class I bicycle trail along the parcel's Village Boulevard frontage (approximately 680 feet). It will likely be located on the Village Boulevard public
right-of-way in front of the parcel. The segment of bicycle trail from Village Blvd. to Country Club Drive is on Washoe County’s List of Priority Bicycle Trails. It will be required to be built to Washoe County standards.

Chapter 6 Findings

1. Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and Maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendment is consistent with the Plan Area Statements because the ultimate use of the parcel is residential and it is located in a residential plan area. Further, the project will not adversely affect implementation of the Regional Plan because the applicant has included Stream Environment Zone restoration as part of the proposed action.

To maintain the present Level Of Service at nearby street intersections which will be affected by the project, only one point of ingress/egress (driveway) to the street network shall be permitted at the project. This requirement is based on the results of the traffic study submitted by the applicant and on Sections 24.2 and 93.3 of the Code of Ordinances.

Based on incorporating the VMT maintenance measures into the approval which are shown below in Finding #2, the proposed amendment is consistent with, and will not adversely affect implementation of the Regional Plan and related elements.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

Rationale: The applicant has submitted a traffic study as required by the Code of Ordinances. It predicts that the site will generate 277 additional daily vehicle trip ends and 1,132 additional Vehicle Miles of Travel when developed. This would result in a significant adverse environmental impact which worsens the existing nonattainment status of the VMT threshold. To make the finding that the project will not cause the environmental thresholds to be exceeded, the following VMT threshold maintenance measures must be included in the proposed amendment as a new Special Policy #4:

AS/rd 10
The average distance from downtown Incline Village (defined to be any portion of Plan Area 045 boundaries) of all existing units of use to be transferred to the site or sending parcels from which development rights are retired and transferred must be equal to or greater than the distance of the site from downtown Incline Village as defined above. This will ensure that the average trip length of units which are ultimately placed on the site will be less than or equal to the average trip length of the original location of transferred units and development rights. For the purpose of calculating average distance, vacant parcels from which development rights are proposed to be transferred must have an IPES score greater than 0. This ensures that the development rights are coming from parcels which could be developed.

To ensure proper tracking of the average distance factor, the entire project must be reviewed and acted on in one action. TRPA may still approve an extended construction schedule (greater than 3 years) for the purposes of phasing the development.

3. Finding: Wherever federal, state, and local air and water quality standards applicable to the Region, whichever are stricter, must be attained and maintained pursuant to Article 5 of the Compact, the project meets or exceeds such standards.

Rationale: See findings 1 and 2 above.

4. Finding: The Regional Plan and all its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: See findings 1 and 2 above.

Environmental Documentation: Staff has prepared an Initial Environmental Checklist (IEC) for the proposed project. Staff proposes a Finding of No Significant Effect (FONSE) based on the Chapter 13 findings shown above and on the following:

1. No additional development would be permitted by the amendment than is otherwise permissible under the Regional Plan; and

2. The amendment as conditioned includes VMT threshold maintenance and other related transportation elements (e.g., provision of bicycle trail, intersection level of service maintenance) which must be incorporated into the proposed amendment.
3. The applicant has included in the proposal restoration of approximately one acre of the disturbed Third Creek Stream Environment Zone.

Staff will begin this item with a brief presentation. Please contact Andrew Strain at (702) 588-4547 if you have any questions or comments regarding this item.
041 -- INCLINE VILLAGE #3

PLAN DESIGNATION:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>RESIDENTIAL</th>
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<tbody>
<tr>
<td>Management Strategy</td>
<td>MITIGATION</td>
</tr>
<tr>
<td>Special Designation</td>
<td>TDR RECEIVING AREA FOR:</td>
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<tr>
<td></td>
<td>1. Multi-Residential Units</td>
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<tr>
<td></td>
<td>2. Existing Development (Special Area #1 Only)</td>
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<tr>
<td></td>
<td>MULTI-RESIDENTIAL INCENTIVE PROGRAM</td>
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DESCRIPTION:

Location: This area is located west of the Mt. Rose Highway in the general vicinity of the executive golf course. It can be found on TRPA maps G-2, G-3, H-2 and H-3.

Existing Uses: Existing uses include low density residential, multiple units, the executive golf course and Community College. The area is 70 percent built out.

Existing Environment: The area's land capability is 55 percent moderate hazard and 40 percent SEZ. The land coverage is 25 percent plus an additional 20 percent disturbed.

PLANNING STATEMENT: This area should continue to serve as a residential, maintaining the existing character of the neighborhood.

PLANNING CONSIDERATIONS:

1. For Incline Village Unit #3 Subdivision, the golf course was included in density calculations to allow multiple units on a number of lots.

2. The stream environment zone in this area has been substantially altered by road placement, golf course placement and residential development.

3. Fertilizer use on the golf course adjacent to a stream environment zone can increase nitrogen loads to the lake.

4. There are two partial barriers to fish migration on the north west tributary of Third Creek.

5. The future use of the school site on Village Street is uncertain.

6. Scenic Roadway Unit 23 is within this Plan Area.

SPECIAL POLICIES:

1. Stream zone and fishery restoration should be encouraged.
2. Recognize as appropriate uses the existing golf course, college and mobile home development, and encourage the expansion of college facilities as needed.

3. The lots in Incline Village Unit #3 designated as eligible for multi-density under the approved subdivision map shall be eligible for such density with TDR.

4. **Multiple family dwellings which may be developed in Special Area #1, regardless of whether they are ultimately converted to single family dwellings through subdivision of existing development shall comply with the following policy. The average distance from any portion of Plan Area 045 boundaries of all existing units of use to be transferred to the site or sending parcels from which development rights are retired and transferred must be equal to or greater than the distance of Special Area #1 from the nearest boundary of Plan Area 045. Multi-Residential bonus units shall not be used in Special Area #1.**

**PERMISSIBLE USES:** Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

**General List:** The following list of permissible uses is applicable throughout the Plan Area:

- **Residential**
  - Single family dwelling (A), multiple family dwellings (A) only on the lots in Incline Village Unit #3 that are designated as eligible for multiple density on the approved subdivision maps and mobile home dwellings (A) only on properties identified by the county for such use.

- **Public Service**
  - Local public health and safety facilities (S), transit stations and terminals (S), pipelines and power transmission (S), transmission and receiving facilities (S), transportation routes (S), public utility centers (S), churches (S), schools - college (A), local post offices (S), and day care centers/pre-schools (S).

- **Recreation**
  - Participant sports facilities (S), day use areas (A), riding and hiking trails (A), outdoor recreation concessions (A), and golf courses (A).

- **Resource Management**
  - Reforestation (A), sanitation salvage cut (A), special cut (A), thinning (A), early successional stage vegetation management (A), structural and nonstructural fish/wildlife habitat management (A), fire detection and suppression (A), fuels treatment/management (A), insect and disease suppression (A), sensitive and uncommon plant management (A), erosion control (A), SEZ restoration (A), and run-off control (A).

**Special Area #1:** The following list of permissible uses is applicable in Special Area #1:

- **Residential**
  - Multiple family dwelling (S), single family dwellings (A), and employee housing (A).

- **Public Service**
  - Same as General List

- **Recreation**
  - Same as General List
RESOURCE MANAGEMENT

SAME AS GENERAL LIST

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

<table>
<thead>
<tr>
<th>USE</th>
<th>MAXIMUM DENSITY</th>
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<tbody>
<tr>
<td>Residential</td>
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<tr>
<td>Single Family Dwelling</td>
<td>1 unit per parcel</td>
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<tr>
<td>Multiple Family Dwellings</td>
<td>In accordance with Special Policy #3 for this Plan Area, except as noted for Special Area #1. 4 units per acre in Special Area #1 only</td>
</tr>
<tr>
<td>Mobile home dwellings</td>
<td>8 units per acre</td>
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RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 25 units.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 55 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 PAOT  WINTER DAY USE 0 PAOT  OVERNIGHT USES 0 PAOT

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Volume IV of the Water Quality Management Plan as shown on Figure VIII-1 through VIII-18 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in Volume III of the Water Quality Management Plan the Stream Environment Zone Restoration Program. (To be completed.)
MEMORANDUM

May 1, 1996

To:       TRPA Advisory Planning Commission
From:     TRPA Staff
Subject: Certification of the Heavenly Ski Resort Master Plan EIR/EIS/EIS; Adoption of Heavenly Ski Resort Master Plan

Proposed Action: The Advisory Planning Commission (APC) is to hold a public hearing and, if determined appropriate, make a recommendation to the TRPA Governing Board on the following matters:

1. A finding of technical adequacy for the Heavenly Ski Resort Master Plan EIR/EIS/EIS. Please note that Volume 5 of the EIR/EIS/EIS was delivered or mailed separately the week of April 22, 1996. Volume 5 contains the Final EIR/EIS/EIS and the Response to Comments document regarding comments received during the circulation period. Errata to the Final EIR/EIS/EIS are shown in Attachment C. The mitigation summary table has been revised to reflect changes. It will be sent to the APC under separate cover.

2. The Final Heavenly Ski Resort Master Plan, including revisions made to the draft master plan as a result of the Draft and Final EIR/EIS/EIS. Revisions were intended to be incorporated as Attachment C to the staff report. However the revised master plan has not been reviewed in final form by TRPA staff because it was not received from the applicant prior to the preparation of this staff report. See the Staff Recommendation below.

3. Amendments to the Regional Plan which are necessary to implement the master plan including the items listed below. Please note that these amendments have not been noticed for public hearing and will be the subject of separate public hearings before the APC and Governing Board later this year.

A. Amendment of Plan Area Statements 085 Heavenly Nevada, and 087 Heavenly California to transfer additional outdoor recreation capacity in the amount of 450 Winter Day Use PACTs from PAS 087 to
PAS 086. This is permissible under certain conditions of Special Policy #1 of PAS 086. PAS 086 and 087 are provided for reference as Attachments A and B, respectively. PAS 087 presently has 5,400 additional Winter Day Use PAOTs while PAS 086 has 0.

B. Amendment of Special Policy #1 of Plan Area Statement 086 to permit development of ski lifts and ski runs in PAS 086 which are not located within the Edgewood Creek watershed and will have ground disturbing and vegetation clearing activities. Such activities are prohibited by the plan area statement because of the highly disturbed condition of Edgewood Creek stream environment zone which flows through the ski area. The proposed policy amendment would permit disturbance only in the portions of PAS 086 which are in the Heavenly Valley Creek watershed and continue to prohibit disturbance in the Edgewood Creek watershed. Additional disturbance in the Heavenly Valley Creek watershed would only be permitted if Heavenly demonstrates that all watershed restoration projects identified in the Cumulative Watershed Effects (CWE) analysis have been properly implemented and are on schedule.

**Staff Recommendation:** Staff recommends that the APC conduct the public hearing as noticed and, if appropriate, make a recommendation on certification of the EIS. Due to the absence of information related to the master plan, however, staff recommends that the APC continue the public hearing on the master plan until next month. The amount and complexity of material which has not been reviewed makes it necessary to continue action on the item until staff has had a reasonable opportunity to complete the review and provide an informed recommendation to the APC.

**Background:** In 1990, Heavenly Ski Resort made application to TRPA for a master plan. Initiation of a ski area master plan was a condition accepted by Heavenly in 1988 which was included in the TRPA permit for the installation of the new Olympic ski lift within the Region. In late 1990 and early 1991 an interagency steering committee was formed. Membership in the committee included TRPA, USDA Forest Service, Heavenly, City of South Lake Tahoe, Douglas County, and El Dorado County. Section 16.7 of the TRPA Code (Specific and Master Plans) specifies the master plan process and lists all specific local, regional, federal, and community representatives to serve on the committee.

Heavenly retained a ski area planning consultant to assist in development of the draft master plan. It is generally described in the draft master plan and the Draft EIR/EIS/EIS. It is important to note that the Draft Master Plan does not contain a mitigation element nor a monitoring element. Both are required to be included in the adopted plan. At this time, they are found in the Draft and Final EIR/EIS/EIS. If the plan is adopted, they will be added into the Final Master Plan. In addition, the master plan must be revised in response to the final EIS prior to adoption. As of the writing of this staff report, neither the final mitigation/monitoring plan nor the revised master plan have been submitted to TRPA for review and recommendation.
The EIR/EIS/EIS is a joint document with El Dorado County serving as the CEQA lead, the USDA Forest Service - Lake Tahoe Basin Management as the NEPA lead, and TRPA. All three lead agencies will have to formally approve or adopt the master plan. TRPA is scheduled to act first. The consulting firm of Harland Bartholomew & Associates (HBA) acted as the lead contractor for the environmental document. Numerous subcontractors assisted in preparing it. The Draft EIR/EIS/EIS was issued in April 1995 for a 60 day circulation and public comment period. The comment period was extended by 30 days following formal requests. During the comment period, public hearings on the draft document were held before TRPA and El Dorado County and the LTBMU conducted an open house workshop at Heavenly Ski Resort.

Issues Raised During the Circulation Period: Numerous issues were raised by commentators on the Draft EIR/EIS/EIS. They are found within the individual comment letters and the Response To Comments portion of the Final EIR/EIS/EIS. Generally, the following issues were raised:

A. Accuracy of the demand analysis, i.e., is there an actual demand for additional facilities which requires commitment of additional land and resources of the United States?;

B. Effectiveness of the water quality protection plan coupled with the lack of a quantitative understanding of its effects on numerical water quality objectives;

C. Correctness of the visual impact analysis, particularly for the new gondola structures and clearing;

D. Potential congestion from transportation impacts along the U.S. Highway 50 corridor from Placerville to Lake Tahoe;

E. Effectiveness of the traffic mitigation measures proposed to mitigate identified additional transportation and parking impacts. The Coordinated Transit System (CTS) has been proposed as a substitute mitigation program for more traditional roadway capacity improvements as the preferred means of mitigating additional traffic which the master plan will produce and has been incorporated into the master plan and EIR/EIS/EIS. Findings of overriding consideration are proposed to be adopted by TRPA for significant adverse impacts to Levels of Service at key intersections which will not be mitigated by the CTS.

The timing of CTS implementation is critical to solving the transportation problems. The implementation schedule of CTS contains specific action items which are to have occurred already in order to keep the overall system on track. They are identified as Stage 1 program elements on page 38 of the Draft Final Report located in Appendix A.0 of the Final EIR/EIS/EIS. To date, these elements have not occurred. Further, the overall management of the CTS has recently been raised as an
issue which potentially further delays its implementation. The mitigation implementation schedule must be revised to ensure the CTS system is on-line prior to adding facilities which increase traffic.

F. Impacts to wildlife, particularly from existing and additional noise sources; and

G. The lack of meaningfully different alternatives, particularly one which is oriented primarily toward threshold attainment.

Staff will discuss these issues with the APC.

Required Master Plan Findings: Findings must be made prior to adopting the proposed master plan. This includes specific findings listed in Chapter 16 of the Code. The Governing Board will have to make the findings to adopt the master plan as a regional plan amendment.

Environmental Documentation: The Heavenly Ski Resort Master Plan Final EIR/EIS/EIS is before the APC for a finding of technical adequacy and recommendation to the Governing Board for certification. Certification is defined as finding that the Final EIS is in compliance, procedurally and substantively, with Article VII of the Compact, Chapter 5 of the Code, and the Rules of Procedure.

Also, the Compact and the TRPA Code require that prior to approving a plan for which an EIS was prepared, the TRPA Governing Board shall make findings for each significant adverse effect identified in the EIS.

There will be a presentation on this item at the meeting. Please contact Jerry Wells or Andrew Strain at (702) 588-4547 if you have any questions or comments regarding this matter.
086 -- HEAVENLY VALLEY NEVADA

PLAN DESIGNATION:

Land Use Classification  RECREATION
Management Strategy    MITIGATION
Special Designation     NONE

DESCRIPTION:

Location: This is the section of Heavenly Valley ski area in the Nevada portion of the Tahoe Basin. This area is located on TRPA map I-16 and the South Lake Tahoe Quadrangle.

Existing Uses: The predominant use of this area is downhill skiing. The Boulder Lodge facilities and parking area are located in this Plan Area.

Existing Environment: The area is classified as high hazard and SEZ. The actual land coverage is high and the disturbance is high. Mitigation programs are in place to help offset the impacts of disturbance.

PLANNING STATEMENT: This area should continue to be managed for downhill skiing. However, there should be no further expansion in this area.

PLANNING CONSIDERATIONS:

1. Part of the open space area of Tahoe Village Unit 2 is in this Plan Area.

2. Edgewood Creek has been extensively modified and encroached upon by downhill skiing facilities and activities; however, said areas are stabilizing.

3. This is a major traffic generator that is serviced by a transit system.

4. The Agency Wildlife Map identifies a major deer migration corridor through this Plan Area.

SPECIAL POLICIES:

1. Significant modifications of existing ski facilities may be permitted based upon a master plan for the entire ski area. The plan must demonstrate: 1) consistency with the other goals and policies of the Regional Plan and the requirements of the Compact; 2) the expansion is consistent with the availability of accommodations and infrastructures to support visitors when they are off the ski area; 3) expansion of existing parking facilities for day use does not occur; and 4) no additional coverage, land disturbance, or removal of vegetation will result. The master plan will assist in designing the most efficient operation with the least environmental disturbance and will direct phased development where such is appropriate. The master plan shall also consider effects of the ski area on adjoining Plan Areas. A portion of the PAOTs assigned to the California side of Heavenly Valley may be reallocated to this Plan Area as part of the master plan process, if it is found that the increase in capacity is consistent with policy direction set forth in this PAS.

2. Land coverage and disturbance reduction is a high priority in this area.
3. Only uses accessory to the ski resort should be permitted in this area or are consistent with year around use of the utility.

4. The Heavenly Valley Master Erosion Control Plan should be a guide for the control of erosion in this area.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

Public Service
- Pipelines and power transmission (S), power generating (S), local public safety facilities (S), public utility centers (S), transmission and receiving facilities (S), transportation routes (S), and transit stations and terminals (S).

Recreation
- Cross country skiing courses (S), day use areas (A), riding and hiking trails (A), skiing facilities (A), outdoor recreation concessions (A), snowmobile courses (S), and participant sports facilities (S).

Resource Management
- Reforestation (A), regeneration harvest (A), sanitation salvage cut (A), selection cut (A), special cut (A), thinning (A), timber stand improvement (A), tree farms (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), farm/ranch accessory structures (S), grazing (A), range pasture management (S), range improvement (S), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

USE

MAXIMUM DENSITY

There are no Plan Area maximum allowable densities.

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 55 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allo-
cation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 PAOT  WINTER DAY USES 0 PAOT  OVERNIGHT USES 0 PAOT

OTHER: Six of miles hiking trail.

**IMPROVEMENT PROGRAMS:** The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-1 through 18 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
087 -- HEAVENLY VALLEY CALIFORNIA

PLAN DESIGNATION:

Land Use Classification RECREATION
Management Strategy MITIGATION
Special Designation NONE

DESCRIPTION:

Location: This is the Heavenly Valley ski area located on the California side of the Basin. It is located on TRPA maps H-17 and H-18 and generally corresponds to the U. S. Forest Service lease area.

Existing Uses: This Plan Area includes the base facilities and several ski runs for the Heavenly Valley ski area.

Existing Environment: Most of the area is classified as high hazard and SEZ. Programs have been initiated to control erosion and sedimentation. The land coverage is high at the base facility and low in other portions of this area. The disturbance is high in some areas.

PLANNING STATEMENT: This area should continue to provide downhill skiing opportunities to the extent that the associated uses can be mitigated to prevent unacceptable erosion and loss of vegetation.

PLANNING CONSIDERATIONS:

1. There is greater opportunity for year-round use of the base facilities.
2. There are noise, traffic, and parking problems at peak ski periods in and around this Plan Area.
3. The helipad may be a significant local source of noise.
4. Visual quality is significantly affected by the older ski trails.
5. Heavenly Valley Creek has been placed in culverts and rerouted to accommodate ski area objectives.
6. Water quality standards are not being attained during certain periods of the year.
7. This area has been considered for conference facilities, some requiring new construction.
8. Ski-related parking overflows into adjacent areas during peak periods.
9. The Agency Wildlife Map identifies a major deer migration corridor through this Plan Area.

SPECIAL POLICIES:

1. Significant modifications or expansions of existing ski facilities may be permitted based upon a master plan for the entire ski area. The plan must demonstrate: 1) consistency with the other goals and policies of the Regional Plan and the requirements of the Compact; 2) the expansion is consistent with the availability of accommodations and infrastructure to support visitors when they are off the ski area; and 3) expansion of existing parking facilities for day use does not occur. The master plan
will assist in designing the most efficient operation with the least environmental disturbance and will
direct the phased development where such is appropriate. The master plan will also consider effects
of the ski area on adjoining Plan Areas.

2. Since automobile access to and parking at ski area base facilities have been the source of many prob-
lems, new facilities should be planned to avoid these problems. Enlargement or construction of new
facilities to provide shelter, sanitation, food service, and first aid should be permitted to serve skiers
on the mountain. Other services may be provided, but enlarged parking capacity and coverage
should not be permitted. Continued expansion should be contingent on improving access to the ski
area by transit services, including tramways.

3. Encourage year-round use of the ski resort base facilities.

4. Reevaluate existing CNEL levels and uses relative to the thresholds.

5. The U. S. Forest Service Master Erosion Control Plan for this area should be used as a guideline for
remedying erosion and water quality problems. Continue to implement drainage improvements for
the Heavenly Valley parking lot.

6. Ski area facilities should be limited to areas designated on the Plan Area maps. This does not pre-
clude the use of non-designated areas for dispersed recreation/cross country skiing.

7. A tram system is encouraged between the stateline area and the Heavenly Valley area.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMIS-
SIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following pri-
mary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must
be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming
uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

**General List:** The following list of permissible uses is applicable throughout the Plan Area.

**Commercial**
- Eating and drinking places (S), outdoor amusement (S), general merchandise store (S), privately owned assembly and entertainment (S), amusement and recreation services (S), and secondary storage (S).

**Public Service**
- Pipelines and power transmission (S), public assembly and entertainment (S), transmission and receiving facilities (S), transit stations and terminals (S), and existing helipads (A).

**Recreation**
- Cross country skiing courses (S), day use areas (A), riding and hiking trails (A), skiing facilities (A), outdoor recreation concessions (A), and participant sports (S).

**Resource Management**
- Reforestation (A), sanitation salvage cut (A), selection cut (A), special cut (A), thinning (A), timber stand improvement (A), tree farms (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), farm/ranch accessory structures (S), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community manage-
ment (A), erosion control (A), runoff control (A), and SEZ restoration (A).

**MAXIMUM DENSITIES:** Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

**USE**

**MAXIMUM DENSITY**

There are no Plan Area maximum allowable densities.

**RESIDENTIAL BONUS UNITS:** Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

**MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL:** The maximum community noise equivalent level for this Plan Area is 55 CNEL.

**ADDITIONAL DEVELOPED OUTDOOR RECREATION:** The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

- **SUMMER DAY USES 0 PAOT**
- **WINTER DAY USES 5,400 PAOT**
- **OVERNIGHT USES 0 PAOT**

**OTHER:** Five miles of hiking trail.

**IMPROVEMENT PROGRAMS:** The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-1 through 18 of Volume I of the 208 Water Quality Plan.

2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.

3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
ERRATA FOR THE HEAVENLY SKI RESORT MASTER PLAN FINAL EIR/EIS/EIS

Underlined language is to be added;
Stricken language is to be deleted.

These changes will be made to the Heavenly Ski Resort Master Plan Mitigation and Monitoring Elements.

1. Change the mitigation measure found on pages 4.6-38 and 39 of the Draft EIR/EIS/EIS regarding impacts to TRPA threshold noise standards caused by snowmaking operations at the California Base area as follows:

"To reduce the impact to a less than significant level, Heavenly must reduce noise levels to 1982 values or the PAS noise standards, whichever is less. The reduction of 1982 CNEL levels shall be reevaluated annually to ensure that Heavenly is implementing all possible snowmaking measures available to work to the PAS attainment of the PAS CNEL noise standards.

There are numerous measures available, that when used in combination, would reduce the CNEL values to below 1982 levels or the PAS noise standards, whichever is less. The mitigation and monitoring plan shall specify which measures will be used to meet the PAS CNEL noise standards. These measures include the following."

2. Change the mitigation measure found on pages 4.6-43 and 45 of the Draft EIR/EIS/EIS regarding impacts to TRPA threshold noise standards caused by snowmaking operations at the Boulder Base area as follows:

"To reduce the impact to a less than significant level, Heavenly must reduce noise levels to 1982 values or the PAS noise standards, whichever is less. The reduction of 1982 CNEL levels shall be reevaluated annually to ensure that Heavenly is implementing all possible snowmaking measures available to work to the PAS attainment of the PAS CNEL noise standards.

There are numerous measures available, that when used in combination, would reduce the CNEL values to below 1982 levels or the PAS noise standards, whichever is less. The mitigation and monitoring plan shall specify which measures will be used to meet the PAS CNEL noise standards. These measures include those listed for snowmaking at the California."

3. Change the mitigation measure found on page 4.6-48 of the Draft EIR/EIS/EIS regarding impacts to TRPA threshold noise standards caused by snowmaking operations at the Stagecoach Base area as follows:
To reduce the impact to a less than significant level, Heavenly must reduce noise levels to 1990 levels or the PAS noise standards, whichever is less. The reduction of 1990 CNEL levels shall be reevaluated annually to ensure that Heavenly is implementing all possible snowmaking measures available to meet the attainment of the PAS CNEL noise standards.

There are numerous measures available, that when used in combination, would reduce the CNEL values to below 1982-1990 levels or the PAS noise standards, whichever is less, at the TRPA Regional and PAS boundary near the Stagecoach base area. The mitigation and monitoring plan shall specify which measures will be used to meet the PAS CNEL noise standards. These measures include those listed for snowmaking at the California base area.

4. Change the mitigation measure found on page 4.10-114 of the Draft EIR/EIS/EIS as amended on pages 8.3-95 and 96 of the Final EIR/EIS/EIS regarding impacts to scenic resources thresholds caused by the new gondola as follows:

"The following mitigation is required. If implemented, this impact will be mitigated to a less than significant level.

The existing vegetation clearing on East Peak generally referred to as the Van Sickie alignment shall be revegetated in order to offset impacts to scenic resource thresholds associated with the new alignment created for the gondola system."
April 25, 1996

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Draft EIS for the Lake Tahoe Shorezone Development Cumulative Impact Analysis

This item is an ongoing issue that is placed on the APC agenda each month throughout the comment period. For Commissioners' information, the Governing Board has extended the comment period to June 1, 1996.

If you have any comments or questions on this agenda item, please call Coleen Shade at (702) 588-4547.
MEMORANDUM

April 29, 1996

To: TRPA Advisory Planning Commission

From: TRPA Staff


TRPA staff will make a presentation on the status of the 1996 Threshold Evaluation. Staff did hold a scoping meeting for the environmental document on April 17, 1996 and will report on the results of that meeting. Also, we are working on future allocation alternatives and will present the current alternatives.

If you have any questions please contact Gabby Barrett at (702) 588-4547.