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 9:30 a.m. on February 9, 2005, at the North Tahoe Conference Center located at 8318 North Lake Blvd., Kings Beach, CA. The agenda for the meeting is attached hereto and made a part of this notice.

February 2, 2005

John Singlaub
Executive Director
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 any 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. RESOLUTIONS

A. Resolution Recognizing Advisory Planning Commission Member Alice Baldrica (10 minutes)

B. Resolution Recognizing Advisory Planning Commission Member Gary Marchio (10 minutes)

C. Resolution Recognizing Advisory Planning Commission Member Joe Oden (10 minutes)

VI. PUBLIC HEARINGS

A. Amendment of the Boundary of Plan Area Statement 002, Fairway Tract, to incorporate Placer County APNs 094-010-007, 015, and 013 into Plan Area Statement 002, and Providing for Other Matters Properly Relating Thereto; (15 minutes)

B. Tahoe City Marina Master Plan Adoption and EIS Certification (30 minutes)
VII. PLANNING MATTERS

A. Presentation of Alternative Site Plans for Cedar Grove Affordable Housing Project (30 minutes)  

VIII. REPORTS

A. Executive Director
B. Legal Counsel
C. APC Members

VIII. ADJOURNMENT
REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Called to order at 9:40 am

Members Present: Mr. Brusch (for Mr. Combs), Mr. Harris, Ms. Jamin, Mr. Jepsen, Ms. Krause, Mr. Lawrence, Mr. Lohman, Mr. McIntyre, Ms. Bovat (for Ms. Moss), Mr. Ramsos (for Ms. Davidson), Mr. Plemel, Mr. Poppoff, Mr. Porta, Mr. Riley, Ms. Schmidt, Mr. Tolhurst

Members Absent: Mr. Cole, Ms. Kemper

II. PUBLIC INTEREST COMMENTS

None

III. APPROVAL OF AGENDA

Mr. Jepson moved to approve.
Approved

IV. APPROVAL OF MINUTES

Mr. Poppoff moved to approve the November, 2004 minutes.
Mr. Ramsos abstained.
Approved

Mr. Poppoff moved to approve the December, 2004 minutes.
Approved
Mr. McIntyre, Mr. Tolhurst, Mr. Ramsos abstained.

V. PUBLIC HEARINGS

A. Amendment of Map Showing Need for Water Quality Improvements Pursuant to Requirements of Chapter 37, Individual Parcel Evaluation System (IPES), Section 37.10.A. Installation of Water Quality Improvements in Vicinity of Parcels

Staff member Liz Harrison presented the amendment.
No Public Comment
Mr. Jepsen moved to approve the amendment.
Motion carried unanimously

B. Chapter 20.5 Excess Land Coverage Mitigation Fee Update and Possible Amendment

Staff Member John Stanley presented the amendment.

No Public Comment

Mr. Porta moved to approve the staff recommendation to maintain the current fee schedule.
Motion carried unanimously

VI. PLANNING MATTERS

A. Presentation of the Tahoe Basin Marketable Rights Transfer Program Assessment Report by Mr. Fulton

No Public Comment

B. Integrated Land Information Management System Presentation

Staff member Jordan Hastings presented the management system prototype.

No Public Comments

VII. REPORTS

A. Executive Directors Report

John Singlaub, Executive Director, gave the Executive Directors Report.

B. Legal Counsel Report

Mr. Kahn updated the Commission on the following:

1) John Marshall Agency Counsel has tendered his resignation.
2) TRPA vs. Canepa status update – On Friday, there will be a settlement conference with the magistrate in Federal Court in Reno. Several staff members and Board members will be there to represent the Agency.

C. APC Members

Mr. Poppoff stated that this was a very useful and informative session.

Ms. Schmidt passed out a handout on a soils survey update that NRCS is completing and updating for the Lake Tahoe Basin. This gives some basic information. Field work is completed and all the data analysis and production on work products is now underway. Their soils scientist is also on the Pathway
2007 technical group.

Mr. Ramsos stated that TRPA in concert with the Forest Service contracted with UC Davis to produce a vegetation classification map. There will be a presentation on February 2\textsuperscript{nd} at 1:00 p.m. at the Forest Service if anyone is interested in attending.

Ms. Bovat stated that they had a very successful public meeting last night regarding their work with the vacation rentals ordinance and had a lot of positive feedback and they are moving forward.

VIII. ADJOURNMENT

Mr. Lohman adjourned the meeting at 11:00 a.m.

Respectfully submitted,

Judy Nikkel
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.
MEMORANDUM

February 1, 2005

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment of the Boundary of Plan Area Statement 002, Fairway Tract, to Incorporate Placer County APNs 094-010-007, 015, and 013 into Plan Area Statement 002, and Providing for Other Matters Properly Relating Thereto.

Proposed Action: Staff proposes to amend the boundary line between Plan Area Statement (PAS) 002, Fairway Tract, and PAS 001B, Tahoe City Industrial, to incorporate Placer County Assessor Parcel Numbers 094-010-007, 013, and 015 into Special Area #1 of PAS 002. See Attachment A, Exhibit 1 for proposed boundary line amendment.

Staff Recommendation: Staff recommends that the Advisory Planning Commission (APC) conduct the public hearing as noticed and recommend adoption of the attached amendments to the TRPA Governing Board.

Consistency with the Placer County Zoning: Placer County (CSLT) has adopted TRPA’s Plan Area Statements and Community Plans for its zoning. The Regional Plan amendment requires public hearings and adoption by both the TRPA Governing Board and Placer County Board of Supervisors.

Background: TRPA received a request from the Mr. Dave Wilderotter and Leah Kaufmann, the applicants, to amend specific language in Special Policy #2 in order to facilitate the development of multi-family housing within the plan area. Although multi-family housing is currently permissible in the plan area, Special Policy #2 prohibited any development within this plan area prior to the adoption of a Community/Master Plan for the dumpsite and SEZ. The plan area contains the former Tahoe City dumpsite which is located north of the subject parcel and which currently sits undeveloped. The three subject parcels are located south of the dumpsite, adjacent to the residential plan area in PAS 002, and are currently developed with existing residential uses (See Attachment B). The dumpsite was originally intended as a potential area to relocate incompatible industrial land uses in the Tahoe City area. However, due to residential concerns, industrial traffic in a residential neighborhood, SEZ, and steep slopes, Special Policies were adopted for this plan area and the dumpsite.

The following policies apply to PAS 001B:

1. Uses on the main highways should be primarily tourist-service in nature. This area is a preferred area for the location of uses not found to be compatible elsewhere in the Tahoe City area.

2. Before any development may take place in this Plan Area, a community plan shall be approved by the TRPA. The community plan shall address access,
restoration of the dump site and SEZ, all necessary improvements, and sites for
the relocation of incompatible uses found elsewhere in the area.

3. TRRA and Placer County will do an access study within one year of the
amendment adopting this policy.

Discussion: Since the adoption of the Regional Plan, no community plan was ever
initiated and TRPA and Placer County have not prepared an access study. However, the
dumpsite itself has been restored. Because the applicants are interested in developing
residential uses that are compatible with the existing land use pattern, they proposed to
amend Special Policy #2 to permit only residential uses to move forward while still
requiring a community plan adoption for all other industrial commercial uses.

Staff reviewed the request and determined that it was more appropriate to move the
three existing residential uses located within this plan area out of the commercial
industrial zoning and relocate them in the adjacent residential plan area where the
appropriate zoning exists. The intent is to leave the original policy intact and have it
apply only to that portion of the plan area that is currently known as the dumpsite. Staff
has discussed this with Placer County and the applicants, and has come to an
agreement that this would be an appropriate action to pursue.

The amendment itself would not result in any additional development than that allowed
by the Regional Plan. Currently, the subject parcels are developed with residential uses
and the current zoning for PAS 001B permits multi-family uses. The relocation to PAS
002 does not change the zoning but provides for greater land use consistency by moving
the subject residential parcels into the adjacent residential plan area and out of a
commercial/public service land use classification where it is marginally consistent. The
dumpsite would remain in the industrial plan area and would continue to be subject to
the special policies.

Land Use Consistency: The proposed amendments do not result in any changes to the
permissible use list that would result in inconsistent land uses or inconsistent land use
patterns or the planning statement for the plan areas. All the plan areas targeted in
these amendments currently have multi-family dwelling as a permissible use.
Opportunities for multi-family development in the plan area are consistent with the land
use classifications as follows:

- **Residential Areas** are those areas having potential to provide housing for the
  residents of the Region. In addition, the purpose of this classification is to identify
density patterns related to both the physical and manmade characteristics of the
land and to allow accessory and non-residential uses that complement the
residential neighborhood. These lands include areas now developed for
residential purposes; areas of moderate-to-good land capability; areas serviced
by utilities; or areas of centralized location in close proximity to commercial
services and public facilities. The amendment is consistent with this classification
because current uses are for residential uses, the parcels are on high capability
soils and the amendment would further provide a consistent land use
classification for the subject parcels that are located within a commercial/public
service land use classification. In addition, the relocation would make the existing
residential single family uses conforming uses when located in PAS 002.

Plan Area Designations: The proposed amendment does not result in any incompatible
uses since multi-family housing is permissible in both plan areas and the mechanisms to
facilitate such development such as Preferred Affordable Housing and Transfer of Development Right designations are in place. Moreover, the amendment would actually bring the existing single family residential uses into conformity and are more consistent with the adjacent residential neighborhood.

**Transportation:** No significant impacts to Level of Service are anticipated. It’s anticipated that the close proximity to services and work centers will reduce the dependence upon the automobile. However, any subsequent project implemented, as a result of the amendment, would have to provide adequate parking and mitigate any additional vehicle trips generated.

**Effect on TRPA Work Program:** No significant impact is expected on TRPA’s work program as a result of this amendment since it does not result in any increase in development potential. The amendment will likely only affect the type of development being reviewed by staff.

**Findings:** Prior to amending the plan areas and community plan, TRPA must make the following Findings.

**A. 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 to the boundary line of PAS 001B and PAS 002 will not adversely affect implementation of the Regional Plan. The proposed amendments are consistent with the intent of the plan areas to allow multi-family residential development. In light of the need to provide housing in the region, the amendments provide a mechanism to develop such projects. The amendment potentially provides an opportunity to facilitate multi-family developments, which are currently permissible in both plan areas. As discussed in the staff summary, the amendment would result in a more consistent land use pattern; continue to provide policies to ensure that any commercial/public service uses within PAS 001B are still subject to resolving the environmental concerns identified in 1982.

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

   **Rationale:** The amendments will not cause the environmental thresholds to be exceeded. The amendments do not result in any additional development potential beyond that established by the Regional Plan but rather provides opportunities and encourages higher density development within close proximity to commercial nodes to reduce the dependency on the automobile. Providing opportunities for higher density development closer to commercial nodes is consistent with the Transit Oriented Findings and will provide access to services, work centers, and
transportation linkages, which reduces the vehicle miles traveled (VMTs) in the Basin.

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 V(d) of the Compact, the project meets or exceeds such standards.

Rationale: See findings 1 and 2 above.

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

Rationale: See findings 1 and 2 above.

5. 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: See findings 1 and 2 above.

B. Chapter 13 Findings

1. Finding: The amendment is substantially consistent with the plan area designation criteria in Subsections 13.5.B and 13.5.C.

Rationale: As discussed in the staff summary above the amendment itself would not result in any additional development than that allowed by the Regional Plan. Currently, the subject parcels are developed with single family residential uses that are non-conforming with the current zoning in PAS 001B. The relocation to PAS 002 would result in conforming uses, provide for greater land use consistency by moving the subject parcels into the adjacent residential plan area and out of a commercial/public service land use classification where it is marginally consistent. The dumpsite would remain in the industrial plan area and would continue to be subject to the special policies.

Environmental Documentation: Staff has reviewed the Initial Environmental Checklist (IEC) submitted by the City for the proposed amendment. Staff proposes a Finding of No Significant Effect (FONSE) based on the Chapter 6 and Chapter 13 findings and the IEC.

Staff will begin this item with a brief presentation. Please contact John Hitchcock at 775•588•4547, or via email at jhitchcock@trpa.org, if you have any comments regarding this item.

Attachments Attachment A, Adopting Ordinance, with Exhibit 1, Proposed Boundary Line Amendment to PAS 002, Fairway Tract Attachment B, Location Map
TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2005 –

AN ORDINANCE AMENDING ORDINANCE NO. 87-9, AS AMENDED, BY AMENDING THE BOUNDARY LINE OF PLAN AREA STATEMENT 002, FAIRWAY TRACT, TO INCORPORATE PLACER COUNTY APNS 094-010-07, 013, AND 015 INTO PLAN AREA STATEMENT 002; AND PROVIDING FOR OTHER MATTERS PROPERLY REALATING THERETO.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00 Findings

1.10 It is necessary and desirable to amend TRPA Ordinance 87-9, as amended, which ordinance relates to the Regional Plan of the Tahoe Regional Planning Agency (TRPA) by amending the boundary line of Plan Area Statement 002, Fairway Tract, to incorporate Placer County APNs 094-010-07, 013, and 015 into Plan Area Statement 002, in order to further implement the Regional Plan pursuant to Article VI(a) and other applicable provisions of the Tahoe Regional Planning Compact.

1.20 These amendments have been determined not to have a significant effect on the environment, and are therefore exempt from the requirements of an environmental impact statement pursuant to Article VII of the Compact.

1.30 The Advisory Planning Commission (APC) has conducted a public hearing on the amendments and recommended adoption. The Governing Board has also conducted a noticed public hearing on the amendments. At those hearings, oral testimony and documentary evidence were received and considered.

1.40 The Governing Board finds that, prior to the adoption of this ordinance, the Board made the findings required by Chapter 6 of the Code, Chapter 13 of the Code, and Article V(g) of the Compact. The Governing Board further finds that such findings are supported by substantial evidence in the record.

1.50 The Governing Board finds that the amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 Amendment of Plan Area Statement 002, Fairway Tract

Subsection 6.10, subparagraph (26) of Ordinance No. 87-9, as amended, is hereby further amended as set forth in Exhibit 1, dated January 28, 2005, which attachments are attached hereto and incorporated herein.
Section 3.00  Interpretation and Severability

The provisions of this ordinance and the amendment to the Plan Area Statement adopted hereby shall be liberally construed to effect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendment to the Plan Area Statements shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendment to the Plan Area Statements are hereby declared respectively severable.

Section 4.00  Effective Date

The provisions of this ordinance amending Plan Area Statements 002, Fairway Tract shall be effective immediately upon adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held February 23, 2005, by the following vote:

Ayes:

Nays:

Abstentions:

Absent

________________________
Tim Smith, Chairman
Tahoe Regional Planning Agency
PROPOSED BOUNDARY LINE AMENDMENT

January 28, 2005

Subject Parcels

Exhibit 1

New Boundary Line

001B

004

004

004

001B

Subject Parcels

Special Area #1

Tahoe City Community Plan Area

Special Area #2

Tahoe City Marina

Pioneer Wy.

Grove St.

North St.

Tahoe St.

Skylark Ct.

Fairway Dr.

Bunker Rd.

Fairway Dr.

Bunker Rd.

Red Cedar St.

Jackpine St.

State Route 28

7

7

7

7
February 1, 2005

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Tahoe City Marina Master Plan Adoption and Final Environmental Impact Statement (FEIS) Certification

Proposed Action: The applicant, Tahoe City Marina, requests that the Advisory Planning Commission (APC) review both the Tahoe City Marina Master Plan Final EIS and the Tahoe City Marina Master Plan and, in two separate actions, certify the Final EIS and adopt the Marina Master Plan.

Staff Recommendation: Staff believes the final EIS is adequate for certification with the inclusion of the Mitigation and Monitoring Plan developed as part of the Final EIS. Staff recommends that only Phase I of the Marina Master Plan be adopted at this time. Phase II may be adopted at such time that additional analysis and environmental documentation is completed for the water quality, fisheries, and littoral transport issues identified in the FEIS. The Adopting Ordinance is attached to this staff summary and is labeled Exhibit A.

A separate TRPA project application is required for each proposed project component identified in the master plan.

Background: The Tahoe City Marina submitted their Marina Master Plan application in 1998. The first master plan steering committee meeting was held in February 2000. A master plan document was submitted to TRPA, the Placer County and the Steering Committee in November 2000. A request for proposals was noticed and a four-party contract was negotiated with the Tahoe City Marina, TRPA, Placer County, and EDAW, the selected environmental consultant. The contract was signed in June 2001 and has since been amended to add the Tahoe City Public Utility District (to evaluate 1a, the sewer pump station) and Placer County Redevelopment (the project proponent for the parking structure).

The Notice of Preparation and Public Scoping Notice were distributed in June 2001. Two public scoping meetings were held between June 11, 2001 and July 11, 2001 to gather public input and comments on the scope of issues that should be analyzed in the environmental document. The Public Comment Period for the Draft EIS began on February 27, 2004 and ended April 26, 2004. During the 60-day comment period TRPA held two public hearings, one at the APC and the other at a Governing Board meeting.

All of the comments received at the public hearings and the written comments received have been incorporated and addressed in the Final EIS.
Plan Description: The Tahoe City Marina contracted with Design Workshop to develop and draft the Master Plan. Listed as Master Plan Improvements and submitted in the November 2000 document are:

Phase I
Marina Expansion
- 81-84 new boat slips
- Relocate entrance into marina
- Relocate existing fuel tanks away from the lake edge
- Relocate launching facilities to the south
- Provide ADA access to the lake
- Provide dock for public access from land
- Upgrade sewage and bilge pumpout facilities
- Provide better protection of existing fueling facilities and add one new protected fueling facility near harbor entrance
- Construct Harbor Master Building which will include public restrooms and public information center (see description of Phase 1a TCPUD Pump Station)

Parking Facilities and Traffic Control
- Construct a new three-story parking structure behind the Marina mall to accommodate 84 new parking spaces, resulting in a total of 174 on-site parking spaces
- Reorganize existing surface parking spaces
- Improve ADA accessibility from parking
- Develop a one-way traffic pattern for boat launching and deliveries
- Provide opportunity for the parking structure to expand to connect with Grove St. (Redevelopment)

Public Access From Lake
- Accommodate cross Lake ferry service
- Accommodate scheduled water taxi service
- Provide guest moorage for public access to upland facilities (shopping, dining)

Public Access From Land
- Integration of Lakeside Bicycle Trail into waterfront area as part of conceptual design
- Provide public plazas and access to waterfront area
- Provide pedestrian access to lake on bulkhead wall for pedestrian viewing areas
- Prohibit vehicular traffic and boat launching in waterfront area from 12:00 pm to 6:00 pm during the summer season
- Improve pedestrian access from Highway 28 and laterally between adjacent properties

Best Management Practices (BMPs)
- Provide self-contained BMPs in parking structure
- Develop stormwater collection and storage system for irrigation use
- Develop stormwater treatment system
- Replace existing slot drain system for more effective system
- Proved self contained boat wash areas

Phase II
Marina Expansion
- Convert 41 existing buoys into marina slips resulting in a net gain of 57-60 slips
- Improve docking accommodations for the Tahoe Gal tour boat
• Reestablish tour boat operations for 110 passenger boat
• Extend Marina Wall northeast to Tahoe Gal pier (Lighthouse pier)
• Provide enhanced fish spawning habitat

Master Plan Requirements: The adopted TRPA environmental thresholds for recreation are encompassed in the following policy statements:

*It shall be the policy of the TRPA Governing Body in the development of the Regional Plan to preserve and enhance the high quality recreational experience, including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.*

*It shall also be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public."

Marinas can make an important contribution toward meeting the recreation threshold by ensuring that high quality recreational opportunities are available to the general public. The goal of all parties concerned with marina planning and operation should be that the marina make a positive contribution to the Lake Tahoe environment and community. A marina that is poorly designed, operated or maintained can detract from a community and may be a source of negative environmental impacts and, possibly, a safety hazard.

Section 54.12 of the TRPA *Code of Ordinances* outlines the development standards for Marinas in the Tahoe Region. Subsection 54.12.A states that applications for new marinas and major expansions of existing marinas shall include an EIS pursuant to Chapter 5 and a master plan pursuant to Chapter 16. At a minimum, the EIS shall assess potential impacts on beach erosion, prime fish habitat, water quality and clarity, and determine the public need for the project.

In 1990 TRPA adopted Marina Master Plan Guidelines. These guidelines state that any marina expansion of more than 10 slips or 10 buoys requires a TRPA approved master plan. Chapter 16 identifies adoption of a master plan as an amendment to the Regional Plan, which has some very specific procedural requirements. The master plan, once adopted, becomes a supplement to the applicable plan area statement (PAS) or community plan (CP).

Required Findings: The following findings must be made prior to certification of the EIS (Article VII. d findings) and adopting the proposed Tahoe City Marina Master Plan (Chapter 6 Findings):

ARTICLE VII(d) Findings: The following findings with respect to an Environmental Impact Statement must be made prior to the certification of the Tahoe Keys Marina Master Plan EIS

1. Finding: With respect to the possibly significant effects on EARTH AND SOILS identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or...
reduce the potentially significant adverse effects to a less than significant level.

Rationale: Compliance with the TRPA Regional Plan and Code requirements relating to land coverage and soils disturbance will provide mitigation for soils impacts.

2. Finding: With respect to the possibly significant effects on HYDROLOGY AND WATER QUALITY identified in the EIS, changes or alteration have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

Rationale: Compliance with the TRPA Regional Plan and Code requirements, as well as the Lahontan Regional Water Quality Control Board requirements, relating to water quality will provide mitigation for water quality impacts. A final design of the water quality improvements that complies with the applicable water quality requirements will be developed when the construction documents are prepared. In the Final EIS/EIR the types of treatment, method of infiltration, and standards to be met were identified.

3. Finding: With respect to the significant and possibly significant effects on AIR QUALITY identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

Rationale: The identified air quality impacts associated with the project are either not significant to begin with or are mitigated to a less than significant level as demonstrated in the Final EIS/EIR. The project itself is consistent with the 2004 Regional Transportation Plan and the Federal Transportation Plan for the Tahoe Region.

4. Finding: With respect to the significant and possibly significant effect on TRANSPORTATION identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

Rationale: The Final EIS/EIR includes mitigations that reduce the significant impacts to transportation to a less than significant level. The analysis in the Final EIS/EIR is for the peak hour and the mitigations address the peaking situations. It is consistent with the TRPA Compact to reduce dependency on the private automobile.
5. **Finding:** With respect to the possibly significant effects on VEGETATION, WILDLIFE, AND FISHERIES identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

**Rationale:** There are no significant impacts with respect to vegetation, wildlife, and fisheries once mitigation is applied as identified in the Final EIS/EIR.

6. **Finding:** With respect to the possibly significant effects on NOISE identified in the EIS, changes or alteration have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

**Rationale:** Compliance with the TRPA Regional Plan and Code requirements relating to noise as well as the mitigations to potential noise impacts identified in the Final EIS/EIR will provide mitigation for noise impacts.

7. **Finding:** With respect to the possibly significant effects on RECREATION identified in the EIS, changes or alteration have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

**Rationale:** The impacts to recreation are mitigated to a less than significant level or are beneficial as presented in the Final EIS/EIR. There is a loss of open space as a result of project development; however, the loss is planned consistently with the recreational uses at the site. Greater public access to the waters of Lake Tahoe are provided through this master plan. The Tahoe City Marina Master Plan is a project that is include in the Environmental Improvement Program (#982).

8. **Finding:** With respect to the significant and possibly significant effects on SCENIC QUALITY identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

**Rationale:** The built elements of the master plan can be seen from the shoreline travel route and the roadway travel route. There is an identified recreation/bike trail resource currently listed that would be affected by the Phase I element of the master plan. Baseline contrast rating scores and visual mass have been assessed and mitigations have been developed and listed. There are no significant scenic impacts to the project once the mitigations identified in the Final EIS/EIR are applied.
project development includes landscaping as screening, consistency in design for all marina buildings utilizing earth-tone colors, no net increase of visual mass and the avoidance of any net increase of Lake view blockage from the Roadway Travel Route and the Public Recreation site (Commons Beach).

9. **Finding:** With respect to the significant and possibly significant effect on LIGHT AND GLARE identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

   **Rationale:** No significant impacts to light and glare will occur after mitigation and the development requirements of the project are followed as identified in the Final EIS/EIR. All light fixtures will direct light downward as identified in the Final EIS/EIR.

10. **Finding:** With respect to the possibly significant effects on SAFETY AND RISK OF UPSET identified in the EIS, changes or alterations have been required in or incorporated into the project which avoid or reduce the potentially significant adverse effects to a less than significant level.

   **Rationale:** There are no significant impacts with respect to safety and risk of upset identified in the Final EIS/EIR. The on land development requirements requiring a Placer County Building permit will address any potential impacts and reduce them to a level that is less than significant. In addition, the Tahoe City Marina has an approved hazardous material spill contingency plan filed with the Lahontan Regional Water Quality Control Board.

**Chapter 6 Findings:** The following findings must be made prior to adopting a master plan that constitutes a Regional Plan Amendment.

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 master plan provides a long range planning tool for the orderly expansion of the Tahoe City Marina and provides a mitigation and monitoring plan to assure the accomplishment of environmental goals. All applications received under this master plan must be reviewed for compliance with other Code provisions. All project applications received and approved must be within the scope of the master plan and meet all Regional Plan Standards.
2. **Finding:** That the project will not cause the environmental thresholds to be exceeded.

   **Rationale:** All projects that are approved under this master Plan must make the finding that no threshold will be exceeded. Please refer to the VII.d findings above for the specific findings made within each threshold category.

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:** See Findings 1 and 2 above.

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:** See Findings 1 and 2 above.

**Environmental Documentation:** Based on the above analysis and the FEIS, no significant environmental impacts were identified that cannot be mitigated to a less than significant level.

TRPA staff and the Environmental Consultant, Sidney Coatsworth from EDAW, will begin this item with a presentation and summary of the final document. If you should have any questions concerning this item, please call Coleen Shade at (775) 588-4547, ext. 228 or by E-mail at coleens@trpa.org.
January 31, 2005

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Presentation on Alternative Site Plans for Cedar Grove Affordable Housing Project

The consultants for this project will give a presentation on alternative site plans for discussion purposes only. No action is requested.

If you have any questions, please call Mike Cavanaugh in the Environmental Review Services Branch, at (775) 588-4547, Extension 209.