

Marja Ambler

From: Ardythe A Mccracken <mccracke@unr.edu>
Sent: Tuesday, May 26, 2020 7:56 AM
To: Marja Ambler
Subject: TRPA Appeal File Number ADMIN2020-002.

TO: TRPA Board of Governors
RE: Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002.

Hello TRPA Board of Governors,
I reside at 418 Gonowabie Road and am asking you to uphold the appeal of this lot line adjustment as I believe it to be in violation of both TRPA guidelines and mission.

The applicant has continuously shown a disregard for process and truth with the county and TRPA. During a recent Washoe County Board of Adjustments public hearing on a variance application, the applicant was found to misrepresent and omit key facts in both the application and the hearing. The variance was denied 4-0.

Similar behavior can also be found in their TRPA application for a lot line adjustment. In this application the applicant has deliberately omitted the existence of established deed restrictions that require a 15' set back from the property lines of 460 Gonowabie. A deed restriction that has been relied on by this neighborhood for health and safety, and to maintain view corridors to the lake. By granting this lot line adjustment TRPA would be unilaterally acting to deprive us and disregard these pre-established rights.

Furthermore, the application demonstrates absolutely no analysis of health, safety, and parking impact. Its incomprehensible how the applicant could arrive at the conclusion that there is no impact to the neighborhood and surrounding environment without doing any analysis. In addition, the turn out that is in front of the applicants proposed development is the only parking available on the street for all residents and is currently scheduled to be eliminated by the proposed project. The applicant has shown no desire to address any of these issues only to build the largest possible development for financial gain.

The footprint of the residence being proposed is now ~6000ft², twice the size of a structure applicable for the lot prior to the lot line adjustment.

Gonowabie, a very narrow road, is already a known issue with the fire and police departments under normal circumstances. Doubling the project size will put undue pressure on the road, its parking, and certainly cause quality of life, and safety issues for its residences that could prove life threatening in an emergency.

Finally, there is an unimproved lake access corridor between 460 and 450 Gonowabie. Can you ensure that the applicant has not ignored this right?

Please act dependably and grant the appeal request to reverse the lot line adjustment.

Thank you for your attention,

Ardythe McCracken, PhD
Foundation Professor Emeritus
University of Nevada, Reno

Marja Ambler

From: Brett Robinson <brett.robinson@1tribal.com>
Sent: Tuesday, May 26, 2020 3:10 PM
To: Marja Ambler
Subject: Gonowabie Appeal - TRPA Appeal File Number ADMON 2020-002

Dear TRPA,

I am the owner of 424 Gonowabie Road. We received a driveway setback variance when we built our house that was based upon need. Our lot line was already 14 feet off of the Gonowabie Road pavement so the impact was minimal.

The request for 460 Gonowabie seems to reflect the desires of the developer rather than any particular condition of "need". There is plenty of space on that lot for a 15 foot setback.

I also believe that the lot line adjustment should not have been made. It is entirely possible to build an attractive and substantial house within the original boundaries of the property. We did it. I think it is also important to be sensitive to the concerns of the upslope residents and their views. We took that into consideration when we built our home.

Yours truly,

Brett J Robinson | Managing Director
NMLS 292453
1st Tribal Lending
a dba of Mid America Mortgage, Inc. (NMLS 150009)

510.856.2186 Fax 323.686.5189



Marja Ambler

From: David Ehrlich <davidromeehrlich@icloud.com>
Sent: Monday, May 25, 2020 6:19 AM
To: Marja Ambler
Subject: Gonowabie Appeal ADMIN2020-002

Hello Maria Ambler:

I am submitting comments in regard to Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002. We reside at 340 Gonowabie Road and are asking you to uphold the appeal of this lot line adjustment as we/I believe it to be in violation of both TRPA guidelines and mission.

The applicant has continuously shown a disregard for process and truth with the county and TRPA. During a recent Washoe County variance application, which was unanimously denied, the applicant was found to misrepresent and omit key facts in both the application as well as during a public Board of Adjustments hearing. That behavior can also be found in their TRPA application for this lot line adjustment. I was there at that hearing and witnessed the applicants misrepresentation of the truth. This applicant cannot be trusted to follow the rules.

In that application they have deliberately omitted the existence of deed restrictions that have been established by Judgment and require a 15' set back from the property lines of 460 Gonowabie. These deed restriction have been relied on by myself and other neighbors for health, safety and to maintain view corridors. By granting this lot line adjustment TRPA would be unilaterally acting and depriving us of these pre-established rights, not something we would take lightly and could force us to take further legal action.

Additionally in the application the applicant does absolutely no analysis of health, safety and parking impact. Its incomprehensible how the applicant could arrive at the conclusion that there is no impact to the neighborhood and surrounding environment without doing any analysis. The footprint of the residence being proposed is now ~6000 sq feet as opposed to what likely half of that that prior to the lot line adjustment. The applicant proposes to build these homes simultaneously with over 150 workers. Our narrow one way street (Gonowabie Rd.) would definitely not support this kind of development nor would it be safe.

Gonowabie is a very narrow road with limited parking and road capacity. It is already a known issue with the fire and police departments. Doubling the

project size likely doubles the residents. This will put undue pressure on the road and certainly cause quality of life, health and safety issues for residents under normal circumstances, but the substantial increase caused by the lot line could prove life threatening in an emergency. Fire trucks have a hard enough time now trying with access, with a long multi year build out, access might be impossible at times.

Further the turn out that is in front of the applicants proposed development is the only parking available on the street for all residents and is currently scheduled to be eliminated by the proposed project. The applicant has shown no desire to address any of these issues only to build the largest possible development for financial gain. We, the neighbors, have tried to negotiate with the applicant but he simply doesn't care about Gonowabie Rd. and the people living here. His only goal is to maximize profit and build three, out of character, extremely large homes for the sole purpose of money.

We respectfully ask you to grant the appeal request and reverse the lot line adjustment. This is TRPA's chance to preserve the beautiful shoreline of Crystal Bay for generations to come, there is no need for this lot line adjustment as it doesn't serve the best interests of the public.

Sincerely,

David and Maureen Ehrlich
340 Gonowabie Rd.
Crystal Bay, NV 89450

Marja Ambler

From: Kathy Zwickert <kathy.zwickert@sbcglobal.net>
Sent: Tuesday, May 26, 2020 2:20 PM
To: Marja Ambler
Cc: Wes Okumura
Subject: Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002

Dear TRPA Board of Governors,

I am submitting comments in regard to Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002. We reside at 449 Gonowabie Road and are asking you to uphold the appeal of this lot line adjustment as we/I believe it to be in violation of both TRPA guidelines and mission.

The applicant has continuously shown a disregard for process and truth with the county and TRPA. During a recent Washoe County variance application, which was unanimously denied, the applicant was found to misrepresent and omit key facts in both the application as well as during a public Board of Adjustments hearing. That behavior can also be found in their TRPA application for this lot line adjustment.

In that application they have deliberately omitted the existence of deed restrictions that have been established by Judgment and require a 15' set back from the property lines of 460 Gonowabie. These deed restriction have been relied on by myself and other neighbors for health, safety and to maintain view corridors. By granting this lot line adjustment TRPA would be unilaterally acting and depriving us of these pre-established rights, not something we would take lightly and could force us to take further legal action.

Additionally in the application the applicant does absolutely no analysis of health, safety and parking impact. Its incomprehensible how the applicant could arrive at the conclusion that there is no impact to the neighborhood and surrounding environment without doing any analysis. The footprint of the residence being proposed is now ~6000 sq feet as opposed to what likely half of that that prior to the lot line adjustment.

Gonowabie is a very narrow road with limited parking and road capacity. It is already a known issue with the fire and police departments. Doubling the project size likely doubles the residents. This will put undue pressure on the road and certainly cause quality of life, health and safety issues for residents under normal circumstances, but the substantial increase caused by the lot line could prove life threatening in an emergency.

Further the turn out that is in front of the applicants proposed development is the only parking available on the street for all residents and is currently scheduled to be eliminated by the proposed project. The applicant has shown no desire to address any of these issues only to build the largest possible development for financial gain.

We respectfully ask you to grant the appeal request and reverse the lot line adjustment.

Sincerely,

Kathy Zwickert and Wes Okumura

449 Gonowabie Road.

Marja Ambler

From: Margaret Rust <margaret@rubeyrust.com>
Sent: Monday, May 25, 2020 10:29 PM
To: Marja Ambler
Subject: Gonowabie Appeal - TRPA Appeal File Number: ADMIN2020-002

To Whom it May Concern:

We are writing because it has become increasingly apparent that the development of lots 460/470/480 Gonowabie Road are putting our neighborhood at risk in numerous ways. Our quiet & communal street where we all walk our dogs or just ourselves daily, where we enjoy a coffee on our deck or a glass of wine enjoying the views is potentially going to be turned into a major construction zone. Our narrow street with it's limited parking is proposed to become even more narrow with even less parking....how does this make sense? And how does building 3 VERY large homes not impact the very nature of our neighborhood.

Just because the builder is "big" money they are trying to literally bulldoze over all the rules of decency and neighborly cooperation. On Gonowabie we do things the right way. We are friends and neighbors. We look out for each other. We are not opposed to new homes or new residents. What we oppose is the disregard of the law and bullying behavior.

The street is a one-way street. The only way we can get out is to drive by these lots and this impending construction. If the trucks that are blocking our passage cannot be moved quickly, safety is at risk.

This developer has shown complete disregard for the truth and process with the county and TRPA. Their lack of respect is very frustrating and frankly infuriating. We all have homes on this street and some have lived on Gonowabie for decades. It is a special place for a reason. To so blatantly disrespect the current neighbors and neighborhood just isn't right – period.

And the issue of the lot line adjustment should be re-addressed. To change a lot line simply so that you can build not 1, but 3 huge homes seems irresponsible. Giant homes squashed together don't have the appeal that smaller more thoughtful and artistically designed homes do. Please do the right thing; be thoughtful and be sensitive and be reasonable. Preserve the beauty of this lakeside street as the law intends.

The new lot owners need to act according to the law, follow the rules and play nice. If they must build homes on these lots, then please build beautiful homes that enhance the area, the neighborhood and everyone's experience.

We respectfully ask you to grant the appeal request and reverse the lot line adjustment.

Sincerely,

Harrold & Margaret Rust
415 Gonowabie Road
Crystal Bay



Margaret

Margaret Rust, CFA

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“Be the change that you wish to see in the world” – Mahatma Gandhi

Trading instructions will not be honored if received via email. Thank you for your cooperation.

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**TRPA GB 5.27.2020 Public Comment Agenda # VII A, B:
Operations Work Plan Priorities/Land Use & Population Assumptions in 2020 Regional
Transportation Plan Forecasting**

Submitted by Carole Black, Incline Village Resident

#VII PROPOSALS INCLUDE:

A: Operations Work Plan 2020-21 Priorities w/focus on environmental impacts & reducing emissions; sustainable communities/recreation and focused corridor planning

B: 2020 Transportation Plan Forecasting adding STR volume to prior metrics but based only on “2018 model day” & thus likely underestimated. Covid-19 is addressed, but not potential future model adjustment based on new census data or tourism info

WHAT’S MISSING? Significant local trends with targeted planning to address are omitted. The examples listed below focus on Incline Village, but may also apply to other small Tahoe areas. Specific concerns include:

- **Significant 2019 visitor increases are not included**, both overnight stays in STRs & day trips to East Lake Tahoe Trail/Sand Harbor shuttle
- **Comprehensive remediation for overall vehicle impacts is not addressed**, e.g., parking; traffic; safety at intersections & for snow or evacuation; roadside surface disruption w/lake debris
- **Local input is not integrated**, e.g., housing needs, adverse impacts of transportation options and community needs/priorities
- **Local geographic challenges are not considered**, i.e., much of IV is on a significant INCLINE & often treacherous impacting safe mobility choices
- **All data is not considered & priority follow-up data not planned**, i.e., re STR volumes/vehicles and day visitor arrival/parking patterns and impacts

EXAMPLES OF MISSING CONSIDERATIONS:

- For ELT:

- **New Trail** had avg 800–1000 trips/day summer 2019; where are they from and where parking?
- **Sand Harbor shuttle** rides grew by 49%, summer 2016 to 2019; also ? day visits w/IV parking
- **IV congestion data** shows 2018 increase

Data needed > for Reno/Carson visitors use Mt Rose ski/Spooner hubs, not IV hub, for larger drop in area VMT/cars/parking

- For STRs:

- **23% more TOT nights** summer 2019 w/added cars/VMT/unsafe traffic & parking

Study needed of Restricted Parking w/local van shuttle for safety, fewer cars/trips & less lake debris

Please address these issues in TRPA plans. Thanks.

**TRPA/TMPO Governing Board 5.27.2020 Public Comment: TRPA Agenda # VI -
TMPO Consent Calendar item: Lake Tahoe Transportation Overall Work Program for FY 2021**

Submitted by Carole Black, Incline Village, NV resident

Planning, management & oversight of transportation in Tahoe Basin & adjoining areas has burgeoned into a very complex, confusing undertaking with diverse constituencies. I count ~ 50 items in the Work Program Glossary of Acronyms and Abbreviations. Though some refer to legislation or physical items, the majority reference constituents or government/quasi-government agencies, commissions, districts, etc. **With this complexity resulting in important public concerns being lost, as an impacted resident I request your attention to these areas:**

> **WE103 Public Outreach & Communication:** Detailed outreach lists are noted w/a “Public Participation Plan.” However, since important public concerns have been lost in deliberations to date and with Incline Village uniquely positioned within Washoe County to understand Tahoe area transportation/parking/traffic-related issues & impacts, Incline Village community reps should be included along w/Washoe County reps on applicable TRPA Transportation related bodies. In addition, well publicized access for residents to text/email priority alerts re Transportation Initiatives would be helpful.

> **WE104/108 Regional & Sustainable Communities Planning:** Much complex planning re “around lake” & some area transport are listed. But there is NO ATTENTION to impacts/needs in areas like IV where parking/traffic is often an unsafe nightmare driven by unmanaged tourism w/transport schemes which ignore community impacts & geography. Transportation, vehicle emission, sustainable community planning must consider community impacts. For IV, this has not occurred w/this plan nor w/TTD/TRPA to date.

> **WE105 Transport Data Management & Forecasting:** Six elements are tracked w/no focused follow-up re resident concerns or metric deterioration, e.g.:

- Old data re collisions, traffic volumes, congestion
- No plan re IV 2018 congestion increase
- ELT Express volume rise 2016>18 & Trail pedi/bike use w/no analysis of user origin/parking impacts

Please address these gaps. Thank you.

215 West Baltimore Avenue
Larkspur, CA 94939
Sgordon51@gmail.com

Tiffany Good
Principal Planner
TRPA Planning Department
PO Box 5310
Stateline, NV 89449.
tgood@trpa.org

May 22, 2020

Dear Tiffany

My name is Stephen Gordon and I'm a lakefront property owner at 8774 Brockway Vista Avenue in Kings Beach. As a complete aside I'm one of the newest League BOD members and have been meaning to come by TRPA offices and introduce myself – this will obviously need to be done post pandemic.

I'm writing with comments and significant concerns pertaining to a pending approval (TRPA ERSP2019) for construction of a 4 parcel pier adjacent to my property (APN 090 231 030) and my adjacent neighbor's property to my West, Jim Robertson (APN 090 231 031).

My property is also immediately adjacent -- to the East of my property line-- to the proposed pier development at 8778,8780,8782,and 8796 Brockway Vista Avenue. Jim Robertson and I share a relatively newly constructed pier shown on the site plan for the above referenced pier project.

First I'd like to say that while no lakefront owner is particularly happy with a new adjacent pier being constructed in close proximity to their property I'm **not** writing to oppose the pier development – I know my neighbors have been desiring a pier for years and its only fair and right that they have one.

I am however writing with serious concerns about the unnecessary magnitude of the pier itself along with a host of other legitimate issues which I believe can be addressed and altered with no ill effect to my neighbors intended use but with a positive impact to the lake and scenic quality.

My issues are as follows:

- SIZE: Piers are intended to allow boat owners to access their craft easily both outgoing and returning. This pier at 345' in length is massive and doesn't need to be. The pier head is 15' wide for a distance of 75 feet totaling 1,125 square feet of deck and could and should be materially reduced in scale. The walkway to the pier is 8' wide for a distance of 275' representing 2,160 square feet of decking. If I am correct the walkway and pier head together provide a massive 3285 square feet of decked surface.

This development's pier head width can actually be 8' to 10' wide (Jim and my pier per the then TRPA requirement is 6' wide) and still afford loading and unloading of boats comfortably and safely. The pier head also needn't be 75' long. The 4 boatlifts are designed for one smaller lighter craft and one larger boat on each side. The length could be 60' in length and still provide operators ease in loading outbound and securing on arrival back. In short this pier head representing 1,125' of decking is as much a party pier and a lounging pier as an access my boat pier, and will assuredly be used as such with negative impact to neighbors. I'd advocate the walkway and pier head be 8' wide until the ramp to the catwalk and then increase to 15' in width to accommodate the catwalk.

The current design is absolutely unnecessary in scale, makes this pier the largest and longest on this part of the Northshore, significantly affects other property owner's views, removes a natural and currently used kayak and paddle board avenue necessitating novices to paddle a ways out to get around it, causes more buoy field congestion (even with retiring 4 buoys as a condition of permitting) and it's scenic impact from lake to shore is substantially a negative. Fortunately this doesn't need to be the case. The scale can be materially reduced and needs to be.

Per the above please note that my year 2003 constructed shared pier was limited by TRPA to 6 feet in width with one boat lift on one side and a catwalk on the other, thus only 6 feet for walking, loading and unloading a boat. The pier head was restricted to extend no further than 6219 contour. This pier extends 45' beyond 6219 and needn't.

- Mitigation: There are plenty of opportunities for real mitigation beyond paying into a fund. All four of these parcels are highly visible from the lake. Adding trees would assist in somewhat obstructing the open views.

When we built our pier we were required to completely protect against any shoreline erosion and build an elaborate system including 3 layers of different gravel, geo web and most importantly for both view shed, wave impact and erosion required the installation of hundreds of rather massive boulders, hand picked by a TRPA representative who was also on site overseeing placement. We even had TRPA place boulders in the lake at the shoreline to represent natural moraine. This condition is directly adjacent to the parcels being permitted with no erosion control nor visible scenic enhancement. Why isn't this visible effect and fully engineered erosion control being required. I'm shocked this is not TRPA required.

If I were a real stickler I'd point out that mitigation could also include the removal of lawns. Lawns are not advocated on the lake in as much as fertilizer is employed for upkeep and becomes part of pollution runoff. I'm not advocating removal because I do like to keep the peace with my neighbors but it would seem that the existence of lawns would in fact heighten the request for real and significant mitigation.

- Pier-To-Pier: The current plan calls for 73' between my pier and the new pier. These distances create a "tunnel" effect, in essence, lanes to shore. This distance in width could be increased by locating the pier further to the East. I also believe but can't confirm that in doing so the relocation would reduce the distance from shore to pier head by virtue of 6219 contour being closer to shore.
- Light Pollution: We all think of scenic impact being a daytime-only concern. The night sky at the lake is spectacular when one can see it. More light irrespective of shrouding can help ensure low night sky visibility. I believe I counted correctly that this pier has over 50 deck lights, each light in pairs, one on each side of the decking. My pier's lights are designed for minimal night sky impact and are staggered and thus the quantity reduced. The way the design is currently presented we've a "party deck" length and width accompanied by lighting "overkill". I'd advocate reducing the lighting by at least a third by staggering AND installing a timer to ensure lights are turned off by, say, 9 PM when not in use.
- Jet Ski Rack: I've no idea if the jet ski rack was ever permitted but I do know it is an eyesore, is virtually never used, and presents an environmental hazard in that batteries on the deck of the rack are often over taken by wave action and even at times submerged below water for an extended period of time.
The racks are an eyesore, unnecessary and should definitely be removed.
- Shoreline Review Committee: My understanding is that participants in the SRC, namely CA State Lands, US Army Corps of Engineers, CA Department of Fish and Wildlife and Placer County have not received the application and thus have not made any comments. If I am misunderstanding I trust you'll inform me but it feels like this application was fast tracked or faster than necessary-tracked in as much as SRC didn't include these participants.

In closing I'll reiterate that I am not opposing a pier being built. I am however absolutely opposed to a pier being built as planned. The project is pushing every design and specification component to the max and in doing so reflecting low to no respect for neighbors, very significantly impacting the scenic corridor (despite TRPA's noting otherwise, and coming up with an AOK through the use of formulas), impacting paddlers, adding to night sky pollution and becoming not only the largest mammoth pier but one larger than it's adjacent pier to the East which serves a wealth of condominiums and not 3 property owners and a separate parcel owned by one owner.

Once built as TRPA has approved there's no reducing the pier's impact. Now is the time to permit and construct this pier for the use intended – boaters going to and fro boat lifts – and this function can be achieved with a markedly reduced footprint.

Please feel free to reach out at any time to discuss my comments, objections and requests.

Respectfully and best,

Stephen Gordon
415 845 4634

Marja Ambler

From: Tiffany Good
Sent: Tuesday, May 26, 2020 9:28 AM
To: Marja Ambler
Subject: FW: Proposed pier 8778,8780,8782,8796 Brockway Vista

Public comment on Gilmartin pier.

From: James A Robertson [mailto:bogsrobert@aol.com]
Sent: Friday, May 22, 2020 1:48 PM
To: Tiffany Good
Cc: sgordon51@gmail.com
Subject: Proposed pier 8778,8780,8782,8796 Brockway Vista

Jim Robertson
8770 Brockway Vista
Kings Beach, Ca 96143

Tiffany Good, Principal Planner
TRPA Planning Department
tgood@trpa.org

5/22/2020

Dear Tiffany

I am the homeowner at 8770 Brockway Vista , Kings Beach and I have several questions and concerns about the Gilmartin et al pier proposal at 8778, 8780, 8782 and 8796 Brockway Vista

1. This is a massive pier. Although TRPA calculates the visible mass at 452.29 sq ft, the actual mass is 3421 sq ft. As this proposed pier is only 73 feet from our existing pier, it will have a huge visual impact on my property as well as on my privacy. Especially concerning is the last 75 feet, which extends well past our pier and is 15 ft wide. I simply do not see a reason to have the pier so wide for so long, The sight lines from my house to the south east will be severely impacted. To put it into perspective, this pier will be one of the largest, if not the largest on the Lake the between Carnelian Bay and the State Line. It's even larger than the Brockway Shores and Tonopalo, piers which serve many times the number of residences as the proposed pier.
2. The application lists 4 applicants, but on the site plan only 3 applicants are noted - there is no parcel belonging to an Elizabeth Stage.
3. I am confused regarding reviews by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, California State Lands Commission, and Placer County. Have they reviewed these plans, or must the plans still be submitted to these agencies?
4. The existing jet ski pier has been an eyesore for years. Plus there is the potential of discharging battery acid into the Lake, as the lifts have batteries and are often battered by waves. It should be removed.
5. If this pier is allowed to be built, hopefully construction will not be allowed between May 1 and October 1, as the impact on the fish population will be substantial.

Thanks for your attention to these issues

Sincerely

Jim Robertson

Reply Reply All Forward

Marja Ambler

From: Diane Heirshberg <dbheirshberg@gmail.com>
Sent: Tuesday, May 26, 2020 3:23 PM
To: Marja Ambler
Subject: Written Public Record/ Public Comment for TRPA Governing Board Meeting of May 27, 2020 re Agenda Item No. VII A and B

Dear Maria,

Please add this rather lengthy email as part of the written public record and public comment for Agenda Item No. VII A and B at the May 27, 2020 TRPA Governing Board Meeting. Are you able to forward this to the Governing Board or should I do so.

Thank you
Diane Becker Heirshberg

May 26, 2020

Re: Public Comment for Agenda Item No. VII A and B

Dear Governing Board Members,

I am a full-time resident of Incline Village, Nevada. I am writing this email to make suggestions for your consideration related to Agenda Item No. VII B wherein Staff requested possible direction on Land Use Assumptions for the 2020 TRPA Regional Transportation Plan Forecasts.

I strongly support efforts by the Tahoe Regional Planning Agency ("TRPA") and by the Tahoe Transportation District ("TTD") to develop Transportation Programs and actions that will cause people to reduce the use of their personal automobiles at Lake Tahoe, to limit and control the total number of vehicles brought to Lake Tahoe, and to increase the use of public transportation at Lake Tahoe.

1. Please Consider Directing Staff to Provide Specific Alternatives and Recommendations as to How to Get People to Bring Fewer Vehicles to Lake Tahoe and to Cause Them to Use Public Transportation.

I believe that the directions being given to Staff should include a request that Staff provide a specific list of alternatives and options for reducing the total number of cars coming to and remaining at Lake Tahoe. I have seen little in the two above documents that reviews actions relevant to Land Use that are being taken in other scenic mountain recreational areas to reduce the total number of cars/vehicles, or that review of the efficacy of TRPA policies and actions being undertaken in this regard currently, or an analysis of the pros and cons as to potential actions to accomplish this reduction in vehicular traffic, specific to the individual local jurisdictions, and specifically to Incline Village. A significant problem is that local residents, day visitors and short-term renters, in their self-interest want the flexibility to bring their own cars to Lake Tahoe, and they are not carpooling, even if they are a group going to the same destination. There are a number of ways to accomplish a change in this behavior, and I would suggest that Staff be asked to provide recommendations from other locations and examine, among others, the following, as I believe that they could impact Land Use Decisions (planning, approvals, etc.) in the Tahoe Transportation Plan for 2020 and later periods:

A. Decisions are currently being made about setting Transportation Hubs and parking for visitors up at Lake Tahoe. These decisions will bring a large number of vehicles and pollution up to the Lake, when the vehicles themselves could be left off the mountain at the entry corridors identified in the report. There should be a serious analysis of placing the large Transportation Hubs in Reno, Carson City, Truckee, etc., and using large vehicle public

transportation to bring people from those locations up to their initial Lake Tahoe Destinations, and then smaller public vehicles operating both on regular schedules and on an “on-call” basis to bring people to the various destinations around the Lake. Additionally, if Transportation Hubs are to be placed in local jurisdictions at the Lake, it would be fair and reasonable to get public input on such activities prior to decisions being made and funds committed to them, as more fully discussed in Section 3 below.

B. Recommendations by Staff could be sought as to how to limit and enforce illegal parking around the Lake at areas, such as the areas outside of the public parking meters at the new bike path at Tunnel Creek, areas outside the parking lot at Sand Harbor, in no parking areas all around the Lake, parking for visitors coming to short-term rentals at Lake Tahoe, and parking for residents, among others. The public know that they can illegally park around the Lake, in part due to a lack of no parking signs and in part due to a lack of enforcement of no parking designations, and in part due to a lack of applicable laws and public notice of parking laws. Another problem with parking enforcement is that there is no place to tow vehicles that are illegally parked, at least in Incline Village, and I would assume around other areas of the Lake. TRPA could investigate putting in a system for towing illegally parked vehicles that would be cost efficient and reasonable for the local governments, even if it meant hiring a single tow company to service the Lake and removing towed vehicles to a single location (on or more likely off the mountain). If there is nowhere to park illegally without a large penalty, and if vehicles parked illegally are towed, eventually residents and visitors will increasingly turn to public transportation in order to avoid high dollar parking tickets, parking fees and towing. If the Staff could propose alternatives that are workable, this would benefit the 2020 and later Transportation Plans.

B. In the recent TRPA public presentation on how to get people out of their cars, there was a presentation on getting people to use scooters instead of cars by a scooter company, Lime. The public discussion was geared to the City of South Lake Tahoe, which is relatively flat and straight, unlike Incline Village which is a village that gets its name from its steep terrain, and which does not necessarily have enough street area to safely accommodate scooters and autos. When I spoke with Mr. Middlebrook of TRPA, he confirmed that the scooters may not be appropriate for Incline Village, but that he felt that they were a good alternative for flatter communities like the City of South Lake Tahoe and parts of King’s Beach, and stated that he felt small vans would be a better alternative for Incline Village. That was not clear from his presentation, and therefore I recommend that the lists of alternatives should also be specifically tailored to each of the local jurisdictions. The land use assumptions and lists of ways to address transportation issues, should be geared to the local jurisdiction’s topography, street configuration, populations, etc.

C. Staff could consider the feasibility of limiting the total number of vehicles, including autos, RVs, boats, trailers, etc. per housing unit, and implement this by issuing parking permits per housing unit, and issuing short term parking passes to visitors on some basis. While a family having multiple vehicles including boats and RVs may be workable on public streets off the mountain, it leaves too many opportunities for bad environmental effects and polluting at Lake Tahoe.

D. Some communities ban access to select wilderness areas by personal vehicles. For example, Mammoth Mountain bans personal vehicles to Devils Postpile and other Reds Meadow areas, and these can be accessed by shuttle or by hiking. Perhaps this is something that can be investigated and considered for access to many of our most beautiful and crowded areas at Lake Tahoe, such as Tunnel Creek, etc.

E. Staff could consider if it is feasible to provide some limited parking reservations for people who do not want to take public transportation to the Lake from California or Reno or Las Vegas or Carson City and elsewhere, because they have so much “stuff” to bring. Is it possible for the large families or large groups with many bicycles and coolers and kids and people have the limited opportunity to reserve parking? I can see the difficulties of administering this, but perhaps the right to make a parking reservation could be limited to a certain number of times per year per family, have a fee, and even require some education on “responsibly enjoying Lake Tahoe”. They do an excellent job of a program like this in Glacier Bay Alaska, or even Yosemite Valley.

F. TRPA should examine the effectiveness of its existing policies that are aimed at meeting its transportation goals that are not working and make efforts to cause local jurisdictions to understand and then embrace and finally accept the TRPA policies. Just making unenforced policies is “not worth the paper the policy is written on.” An example of an attempt by TRPA to address the problem of excess vehicles at short term rentals at Lake Tahoe, which is currently not working as intended in Washoe County, and which TRPA could take strategic action to investigate and consider

how to correct the problem, for the benefit of all. On October 23, 2019, the Governing Board adopted a code amendment adding short-term rental neighborhood compatibility as a third criterion to the Performance Review System for the distribution of residential allocations by TRPA. TRPA is aware that Washoe County has not instituted virtually any of the neighborhood compatibility requirements because it does not need building allocations, including but not limited to, Washoe County has not implemented the “Examples of Transportation Best Practices” which states at item #3:

“The short-term rental neighborhood compatibility program limits the total number of cars allowed per short term rental to a maximum amount equal to or less than the minimum amount of parking spaces required by local ordinance.”

Our Incline Village Commissioner supported placing a limit on the number of cars per short term rental which would have been beneficial in addressing the traffic problems at Lake Tahoe. However, at what was expected to be the final reading of the proposed Washoe County Short Term Rental Ordinance, the Board of Commissioners voted to send the document back to staff for revision on, among others this parking limitation, after local realtors objected to a number of provisions, including the provision limiting the number of cars per short term rental as too restrictive and unfair to the private property rights of short term rental owners. One Commissioner stated that there should be no limit on the number of cars that could be driven to a short term rental because the cars could just be parked on the street somewhere in Incline Village, and other Commissioners felt that restricting the number of cars allowed per short term rental was not a necessary restriction and too hard to enforce. This is an example where TRPA has a real opportunity to influence a local jurisdiction by explaining the need for limiting the total number of cars coming to Incline Village to all of the members of the Board of Commissioners, and work with the local jurisdiction to understand how important this type of limitation is to protecting the Lake from pollution and other adverse effects.

G. As a local resident, I would like to see good solid lists of actions/goals to reduce the use of personal vehicles in other fragile mountain communities investigated, reviewed, and considered by Staff, and that lists of recommendations be separated as applicable to the separate local jurisdiction.

2. Please Ask Staff to Carefully Review the Assumptions and the Caveats in the Staff Report for Agenda Item VIIB, as Some Critical Underlying Numbers and Resulting Assumptions Are Not Accurate, and Need to Be Further Examined and Analyzed by Staff.

I am concerned that there are some fundamental underlying assumptions in the Staff Report on Agenda Item No VII B that either are not correct, or that have not yet been adequately researched. I respectfully request that direction be given to Staff to investigate and report further on these items. When I read the assumptions of the forecast at pages 179, -193, I saw that some of the assumptions and some of the numbers were not accurate at least for Incline Village, and therefore the underlying numbers which are total numbers for the Lake, are not accurate. I plan to review a larger number of these issues with Staff, but will give a few items below as examples, but there are more.

One clear example of erroneous numbers being used to calculate percentages, which percentages are therefore in error because the original numbers were in error, and then incorrect percentages are used as the basis for erroneous assumptions, is the calculations of short-term rentals in the Chart at page 181. The number 6005 units is used as the number of Short-Term Rentals at the Lake in 2018 (See Chart at page 181), and the number 2,227 is used as the number of Occupied Short-Term Rentals at the Lake in 2018 (See Chart at page 181). That the number 6005 is in error and assumptions based on the number are in error, is seen because page 192 explains that subsequent assumptions use this calculation of Forecasted Base year 2018 short term rentals at 6,005, because that is the number of **permitted** Short-term rentals in the Tahoe Region. As the Governing Board knows, Washoe County does not yet have any permitted short-term rentals as it is still drafting its Short Term Rental Ordinance, and it was further my understanding from statements at meetings at TRPA that some of the other local jurisdictions were just getting a handle on the unregistered short-term rentals in their areas and requiring them to register in late 2019. Therefore, the number 6005 ignores the short-term rentals in Washoe County, and possibly a number of unregistered short-term rentals in other local jurisdictions. This is not an insignificant omission, as Washoe County was projected to have between 1000 and 1500 or more short-term rentals by the Fall of 2019.

Another example of a questionable assumption is the assumption that total short-term rentals will reduce overall in Incline Village by -1.2%, and that occupied overnight visitor units will only increase 0.6% (page 181) in Incline Village between

2018 and 2045. This is unsupported based on current data, and other assumptions on which this is based. For example, this is based on an assumption that workforce housing and affordable housing will increase in the Tahoe Region. But Washoe County has stated at the public meetings on the Tahoe Area Plan, and in other conversations, that there are no funds available and no plans to implement programs that will provide for workforce housing and affordable housing in Incline Village. Currently based on statements by workers who are being forced to move from Incline Village, I believe that if investigated, TRPA would find that the proportion of homes in Incline Village for workforce and affordable housing has greatly reduced during the last two years due to short term rentals (at least prior to the COVID 19 crisis). The assumption made by Washoe County and articulated at public meetings on short term rentals is that converting units to short term rentals did not reduce workforce housing because the short-term rentals could be used for workforce housing, despite the higher rental prices. I respectfully submit that this assumption is not going to be supported by what actually occurred, if investigated. Therefore, those assumptions are not accurate currently for Washoe County. And how will school enrollments increase in Incline Village unless workforce and affordable housing become available here.

If you review the discussion under Residential Occupancy Rate at page 184, note that the proportion of occupied housing units in the Tahoe Region dropped 4% between 2010 and 2018, but the number of short-term rental housing units purportedly increased by 24%. This percentage totally ignored the 1000 to 1500 or more short term rental housing units in Incline Village, again because page 181 calculates Forecasted Base year 2018 short term rentals at 6,005, but page 192 explains that there were 6,005 permitted short-term rentals in the Tahoe Region, and none are permitted in Incline Village. Therefore, can either of the calculations as to percentage changes between 2010 and 2018 be correct?

I do plan to review the numbers at pages 179 – 193 with Staff, but suffice it to say that while Staff has done a good beginning job, they need to get better data from all of the local jurisdictions. To do this they need to get actual information from Incline Village, and estimate backwards if the 2018 year must be the base year, or use the actual numbers once Washoe County issues its permits.

I also question if just looking at the total number of units is ultimately the issue, without also counting cars and other vehicles and the number of visitors in each car, and taking affirmative actions to decrease the number of cars and increase the number of people per car. I respectfully suggest that this phenomenon should be examined by gathering true empirical data, both by vehicle counters coming up at the entry points to Lake Tahoe, and by eyes on the cars counting persons in cars.

A problem with many of the assumptions is that there are explanations as to why the assumptions are potentially flawed, but then the potentially flawed assumptions are used. For example, it is important that the Governing Board read page 196 of the Staff report, where it is explained how the theories and numbers are arrived at, and where the discussion of the impacts of COVID 19 bring into questions the assumptions and analysis. At least these Staff explanations of concerns with the accuracy of numbers and assumptions need to be thought about by the Governing Board prior to approving plans and giving further instructions to Staff.

3. Please Direct Staff to obtain Public Input from Residents, Visitors and Businesses in each Local Community Prior to Making Plans for the Community, as there has not been a Solicitation of Public Input on Transportation Issues, Problems, Potential Solutions, and Impacts on Local Jurisdictions, at least insofar as they Impact Incline Village.

While there is much talk of public outreach in the documents before you today, the discussion seems to be that the public outreach will be after the decisions are made and the rules and programs and actions are in place from TRPA and the TTD. There has been virtually no solicitation of public input from Incline Village to the best of my knowledge.

The only meeting with Incline Village that I saw mentioned identified under Stakeholder Meetings was with the Incline Village Crystal Bay Visitors and Convention Bureau (the "IVCBVB") which was described as an "ad hoc" meeting, and no other meetings with Incline Vile Residents were mentioned. The IVCBVB is a private non-profit which has the sole purpose of increasing visitor traffic to Incline Village. There are no public elections of the Board of IVCBVB, and the local public has been trying to find out how people are elected to the Board and to have accountability and reporting from the IVCBVB, as it receives significant funds from Washoe County from the transient occupancy tax collected, but is not controlled by or responsible to either Washoe County or to anyone in Incline Village Crystal Bay for the spending or its activities. It is respectfully requested that Incline Village residents, its CAB and its businesses, be made a part of this process in developing the Transportation Plan and selecting any locations for Transportation Hubs or centers to be located in Incline Village, as these effect Incline Village. We ask that we not just be given decisions, directives, rules and regulations after the fact.

A recent example is instructive. One representative from TTD joined one informal Friday morning by-monthly forum a few weeks ago to give some information on the potential Transportation Hub to be constructed at the former Incline Village Elementary School. He was told by the 15-20 attendees, that the locals sincerely wanted public transportation in Incline Village, but believed that the former elementary school site was not desirable or appropriate for this purpose, and a number of other potential sites were recommended by the group. The TTD representative sounded like he would think about what was said, but he did not even tell the few participants in the zoom meeting that there was a TTB meeting the following week to discuss including funding in a TTD budget to purpose the proposed former elementary school project also the information given by him at the meeting was confusing and inconsistent. Full and open communication and the opportunity for true public dialogue will benefit all. The Public will be more likely to buy-in if the public feels that it has had the opportunity to present its thoughts. An excellent example of public input leading to public buy in was with the recent TRPA Code amendment on neighborhood compatibility and short-term rentals. While those meetings did go on for months, the final work product was very well crafted and included and considered input from all interested groups, and the majority of the people participating left the process feeling that their concerns had been heard and mostly addressed.

It is respectfully requested that Staff be directed to obtain early and real public input on the above and in the areas where Public Participation and Involvement is identified in the documents before you today, and that this occur before the planning is finalized.

In conclusion I would urge that the above topics be discussed with Staff by the Governing Board. Thank you for your consideration.

Respectfully submitted,

Diane Becker Heirshberg

805-290-2779; dbheirshberg@gmail.com May 26, 2020

**TRPA Governing Board Meeting 5.27.2020 Agenda Item # XIII Written Public Comment
Topic is Planned Power Outages discussion included in TRPA GB Minutes of April 2020 Meeting**

Submitted by Carole Black, Incline Village resident.

I read with interest the discussion included in the TRPA Governing Board minutes from April 2020 regarding planned power outages related to adverse weather events (referenced as “PSOM Events” by NV Energy).

Having experienced several planned power outages in California last summer, I offer a few observations/concerns for your consideration and possible action/recommendation as this planning proceeds:

- **Two-day advance public notice is insufficient** for personal planning particularly with likely concurrent Covid-19 related organizing around distancing and supply shortages
- **Accurate, timely internet/news flow of information is critical** and was problematic/a huge challenge especially during the first outage events
- **Management of safe Area Occupancy within the Tahoe Basin will be important** to allow for efficient evacuation should a wildfire erupt during a known high risk weather period potentially made even higher risk by logistics associated with an elective power outage
- **Personal fire avoidance warnings are a priority** (e.g., grills, generators, candles, sparks, cigarettes)
- **Arriving tourists need to be warned**, preferably re-scheduled/re-directed and/or supplied with essentials especially since clearing and re-energizing the grid in rural areas may be delayed. In difficult to access areas, this can be a slow process with added resources needed to expedite
- **Bay Area trend of “Go to Tahoe” to escape should be pro-actively managed** – if Tahoe has the same weather leading to simultaneous outages, added warnings will be needed
- **Other safety impacts will need to be managed** including for example:
 - > Provision of promised emergency charging/information stations may be spotty and may require supplementation by local jurisdictions
 - > Open stores were extremely limited, used emergency power, may require added on-site police presence and emergency supplies ran out early
 - > Gas stations were often closed or ran out of gas, a particular concern in rural areas with already limited service station availability and long distances
 - > Traffic lights were often not working with accidents; added signage/traffic direction by police required
 - > Trash increased related to garbage from spoiled food, disposable plastic drink containers, etc.
- **Financial losses (personal & business) will likely occur.** Since these events are largely the result of deferred maintenance, vendors should be appropriately accountable

Thank you for considering these ideas and influencing impacts/outcomes as feasible. Fyi, I have previously provided similar comments to NV Energy and Washoe County last winter.

May 26, 2020

Egon Grundmann
8798 Brockway Vista Avenue
Kings Beach, CA 96143

To Whom it may concern

My name is Egon Grundmann. I have a home at 8798 Brockway Vista Avenue Kings Beach California. I received the notice regarding the pier application of our neighbors Mike and Christy Akatiff. I have no objection to the pier application.

Sincerely

Egon Grundmann

From: Abigail Edwards [<mailto:abby@tahoelandplanning.com>]
Sent: Tuesday, May 26, 2020 4:51 PM
To: Marja Ambler; Tiffany Good
Subject: comments on new pier application ERSP2019-1326

Dear Governing Board Members,

My name is Abigail Edwards. I am the owner/Principal of Kaufman Edwards Planning and Consulting and represent the property owners that are seeking approval for a new, four parcel multiple use pier in Kings Beach, CA (TRPA File Number ERSP2019-1326).

For the past ten years I have been working diligently with my clients to obtain approval for a new multiple use pier. As you may be aware, my clients were initially chosen by TRPA in 2009 to move forward with a new multiple use pier application but because the Shorezone Ordinance at the time was vacated they were forced to wait until 2019. The same property owners that originally banded together in 2009 were again chosen in 2019 by TRPA to proceed with a new pier application. The adoption of the new Code required them to start from scratch again with pier design and mitigation as the Code completely changed.

We have worked very hard to meet TRPA requirements in every way while at the same time reaching adequate depth for navigable waters and are hopeful that you can appreciate how much time and effort has been put into this project.

Thank you for considering this project for approval.

Sincerely,

Abigail Edwards
Kaufman Edwards Planning & Consulting
abby@tahoelandplanning.com
ph: (530)546-4402
P.O. Box 1253 Carnelian Bay, CA 96140
475 North Lake Blvd. #201 Tahoe City, CA 96145

Marja Ambler

From: Tiffany Good
Sent: Tuesday, May 26, 2020 4:31 PM
To: Marja Ambler
Cc: John Marshall
Subject: FW: proposed project: 8778,8780,8782&8796 Brockway Vista Ave.

[Comment letter for Gilmartin pier project.](#)

From: caren johnson [mailto:carenj35@gmail.com]
Sent: Tuesday, May 26, 2020 4:22 PM
To: Tiffany Good
Subject: proposed project: 8778,8780,8782&8796 Brockway Vista Ave.

My name is Caren Johnson and I reside full time at 8783 Brockway Vista Ave. since 1991. I have received notice of proposed pier for the four parcels mentioned above. My Husband, Brad Johnson and myself have discussed the pier, and we feel that it DOES NOT have impact to the aesthetics of the shoreline. Looking forward to the completed project!

Sincerely,
Brad and Caren Johnson

TO: TTD/TRPA TRANSPORTATION COMMITTEE MEMBERS

FROM: RONDA TYCER

Having read the entirety of the 500-page TRPA and TMPO Governing Board Packet, I'd like to give some suggestions—as problems and their solutions—to achieve your transportation and environmental goals.

PROBLEMS:

FIRST – The only way to save the lake from increased greenhouse-gasses is to limit the number of tourist cars in the Tahoe Basin per day.

To reduce air pollution caused by motor vehicles, you need to reduce the number of motor vehicles. “Visitors account for over 10 million cars annually (2018 data).” Your projected ever-increasing tourist traffic in the Tahoe Basin— especially during peak visitation times—requires a new approach to saving the lake. The plans to “reduce dependency on the automobile” by building new transportation facilities (e.g., bus stations and mobility hubs), and increasing motorized public transportation options (e.g., trolleys, scooters, electric bikes, etc.) will not work to save the lake.

SECOND – The only way to save the lake from over-tourism is to limit the number of tourists allowed in the Basin per day.

It's been estimated that about 20 million people visit Lake Tahoe each year (Tahoe Fund.org). The idea that Lake Tahoe needs to be promoted as a tourist destination is silly. Lake Tahoe is not only an acknowledged US national treasure, it's a world-renowned lake that needs no marketing campaign to let tourists know about its visual splendors and excellent recreational activities. The populations in metropolitan areas within a 2-hour drive of Lake Tahoe are increasing *because* Lake Tahoe is only 2 hours away. Day-trippers need no advertising.

THIRD – Tourists need to pay the costs of transportation impacts on Lake Tahoe clarity. As per your Tahoe Transportation Plan report, tourists make 80% or more of all Vehicle Miles Traveled in the Tahoe Basin. So your efforts to provide public transportation options are rightly geared towards tourists. So too, the costs of transportation should be primarily paid by tourists.

The current strategy to use taxpayer Federal and State funds to resolve Tahoe's tourist-caused transportation problems is misguided. Tourists around the world are accustomed to paying entrance fees to enjoy the benefits of areas in which they don't pay taxes. Moreover, the effects of the COVID-19 pandemic on Federal and State budgets will be severe in the near future. Use fees can offset a reduction in available government funding.

SOLUTIONS:

FIRST – Implement a computerized system allowing a limited number of tourists into Lake Tahoe on a daily basis during summer. Use funds to create this computerized monitoring system instead of building multimillion-dollar transportation facilities.

1. Create a system by which tourists can go on-line and purchase a **Tahoe Basin Pass**, limiting the number of passes available per day based on calculations of “Environmental Threshold Carrying Capacities” and Vehicle Miles Traveled. [Permanent residents and tradespeople would need permanent-pass stickers on their windshields.]

2. Create entry stations at the 7 access points into the Basin where cameras photograph pass-stickers on cars to allow entry. [Similar to systems used on bridges into and out of the Bay Area.]

3. Create parking lots/mobility hubs at as many of the 7 access points as feasible where tourists without auto passes can park for free and take bus/trolley public transit into the Tahoe Basin. These tourists can then use any motorized public transit in the Basin for free (including busses, trolleys, scooters, electric bikes, etc.). (Such a system is used throughout Europe to get into town centers, and can be modeled on the FastTrack system used in the SF Bay Area.)

SECOND – Recognize that over-tourism is as dangerous to Lake Tahoe as green-house gasses. **Redirect funds used for national and global advertising into promoting local recreation, entertainment, services and facilities in the Basin.** For example, the IVCB Visitors Bureau could promote the Thunderbird Lodge, Shakespeare at Sand Harbor, the East Shore multiuse path, Diamond Peak (summer and winter activities), golf and weddings, the Tahoe Rim Trail, the Flume Bike Trail, boating, etc.

THIRD – Use funds from **Tahoe Basin Passes** to fund transportation projects. Create many convenient small mobility hubs strategically throughout the basin, but no large expensive bus stations (ala Tahoe City). For example, in IVCB, a trolley hub near the East Shore Trail (preferably at 941 Tahoe Blvd across from the Raley's shopping center), a hub near the beaches, a hub near Diamond Peak, a hub near Tahoe Meadows, etc. could be serviced by computer-scheduled trolleys similar to those being used in Squaw Valley.

IN SUMMARY

TRPA and TTD need to lower demand for roads and parking in the Tahoe Basin rather than try to keep up with increasing demand as projected by 2045 forecasts. Current plans will not reduce GHG in the Lake Tahoe Basin. The only way to reduce the impact of tourist automobiles is to limit the number of tourist automobiles. Significant investment in alternative infrastructure and transit systems should be modeled on computerized systems already in use that can be adapted for TRPA/TTD in the Basin. More parking lots will NOT reduce the impact of GHG on the lake.

Marja Ambler

From: Mark Reynolds <reynolds.mark@sbcglobal.net>
Sent: Tuesday, May 26, 2020 4:00 PM
To: Marja Ambler; Uli Reynolds
Subject: Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002

Dear TRPA Board of Governors,

We are submitting comments in regard to Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002.

We – Ulrike and Mark Reynolds – reside at 320 Anaho Road. Our home sits at the corner of Gonowabie and Anaho and is about 200 yards from the property in question (460 Gonowabie). We are asking that you uphold the appeal of this lot line adjustment, as we understand it may be in violation TRPA guidelines.

During a recent Washoe County variance application hearing (where the developer's variance request was *unanimously* denied), one of us (Ulrike Reynolds) attended and pointed out the hazards associated with building three large homes on a property (now three lots) that (1) housed a single home for the better part of 90 years and (2) sits on a very narrow, one way road that has limited parking and has many turns with limited line of sight. Our local fire and police departments are well aware of the issues we face on Gonowabie, and the size of this proposed development will increase health and safety issues for all residents – both current and future ones – and especially in the event of an emergency or life-threatening situation.

While we absolutely respect the property rights of others, we also expect that established deed restrictions be enforced to optimize the safety and livability of all of our neighbors, and we expect developers and residents (both present and future ones) to be forthright in their dealings and respectful of the collective needs of the neighborhood at large. Furthermore, we insist that current “community property” – in this case designated street parking areas – not be removed; maximizing this development's value should not come at the cost of eliminating neighborhood assets and increasing safety concerns.

Sincerely,

Mark and Ulrike Reynolds
320 Anaho Road
Crystal Bay, Nevada

Marja Ambler

From: Monica Decker <monid10@gmail.com>
Sent: Tuesday, May 26, 2020 12:23 PM
To: Marja Ambler
Subject: Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002

Dear TRPA Board of Governors,

I am submitting comments in regard to Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002. We reside at 360 Gonowabie Road and are asking you to uphold the appeal of this lot line adjustment as we believe it to be in violation of both TRPA guidelines and mission.

The applicant has continuously shown a disregard for process and truth with the county and TRPA. During a recent Washoe County variance application, which was unanimously denied, the applicant was found to misrepresent and omit key facts in both the application as well as during a public Board of Adjustments hearing. That behavior can also be found in their TRPA application for this lot line adjustment.

In that application they have deliberately omitted the existence of deed restrictions that have been established by Judgment and require a 15' set back from the property lines of 460 Gonowabie. This deed restriction has been relied on by myself and other neighbors for health, safety and to maintain view corridors. By granting this lot line adjustment TRPA would be unilaterally acting and depriving us of these pre-established rights, not something we would take lightly and could force us to take further legal action.

Additionally in the application the applicant does absolutely no analysis of health, safety and parking impact. It's incomprehensible how the applicant could arrive at the conclusion that there is no impact to the neighborhood and surrounding environment without doing any analysis. The footprint of the residence being proposed is now ~6000 sq feet as opposed to what likely half of that prior to the lot line adjustment.

Gonowabie is a VERY narrow road with limited parking and road capacity. It is already a known issue with the fire and police departments. Just recently a city crew was repairing a gas line on Gonowabie and I had to wait nearly 25 minutes to exit my street as they moved heavy equipment out of the way on the one-way road. Note that I was en route to medical infusions making the delay even more troublesome and this is just a small crew doing a routine repair. Doubling the project size likely doubles the residents. This will put undue pressure on the road and certainly cause quality of life, health and safety issues for residents under normal circumstances, but the substantial increase caused by the lot line could prove life threatening in an emergency.

Further the turn out that is in front of the applicant's proposed development is the only parking available on the street for all residents and is currently scheduled to be eliminated by the proposed project. The applicant has shown no desire to address any of these issues only to build the largest possible development for financial gain.

We respectfully ask you to grant the appeal request and reverse the lot line adjustment.

Sincerely,

Monica Decker & Marc Sondheimer
360 Gonowabie Rd.

Governing Board Meeting, May 27, 2020

Item XIII, Public Interest Comments

My name is Tobi Tyler. Speaking as an Executive Committee member of both the Tahoe Area Group and the Toiyabe Chapter of the Sierra Club, I'd like to express our dismay and concern about your decision to proceed as scheduled with the controversial Tahoe Keys Weeds Draft EIR/EIS during this pandemic despite the extremely diminished public review process. If this meeting is any example, this process is completely inadequate to meet the intent and requirements of NEPA and CEQA. In a letter dated April 28, 2020, we urged TRPA and Lahontan Water Board to delay the Tahoe Keys Weeds EIR/EIS until a process can be developed that ensures that the meetings and workshops during the comment period can be conducted as the law intends. The hallmark of any public environmental review process is the ability of the public – residents and experts alike – to examine, gather, discuss and comment thoughtfully on the complex scientific issues presented in the impact documents.

Curbing the growth and spread of invasive weeds in the Tahoe Keys is an important project. But at the moment, it is not so essential and urgent that the environmental review process must continue at the current rapid pace pursued by the Water Board and TRPA staff during this existing public health crisis. It just isn't realistic to hold adequate meetings on the draft materials between June and August. Attendance assuredly will be required to be limited and telepresence options will further reduce participation. Furthermore, experts – scientists, attorneys and academics for example – with very detailed and specific comments are enduring the same challenges the rest of the world is dealing with in terms of employment interruption, family demands and health concerns. To open and close a public comment period when the public is preoccupied with issues of life and death would unfairly limit the participation of many people who have engaged on this issue for many years.

We urge you to direct staff to slow this process down. Thank you.

Marja Ambler

From: Pete Todoroff <ptodoroff1@sbcglobal.net>
Sent: Wednesday, May 27, 2020 7:07 AM
To: Marja Ambler
Subject: TRPA Appeal

Dear TRPA Board Members,

I am the chairman of the Incline Village Crystal Bay Citizens Advisory Board and writing to you in support of upholding the lot line appeal for 460 Gonowabie- Gonowabie Appeal - TRPA Appeal File Number ADMIN2020-002. The CAB had the opportunity to review the project in question for a set back variance application. It was a unanimous vote of the Fellow CAB Members that Mr. Duffield's Application be denied. There was much information left out and significant health and safety issues identified so the Members of the CAB could not approve Mr. Duffield's Application. It then went in front of the Board of Adjustment which denied Mr. Duffield's Application Unanimously. Since the Board of Adjustment has more clout then the CAB I stand by their decision. I believe that the applicant still has not remedied much of the concerns raised by the CAB and Board of Adjustments. Those issues are also relevant to the TRPA decision today and recommend that you uphold the appeal of the lot line.

Pete Todoroff Chairman of the Incline Village/ Crystal Bay CAB

iMac 3.06
Pete Todoroff
ptodoroff1@sbcglobal.net

Marja Ambler

From: Judith Miller <pupfarm1@gmail.com>
Sent: Wednesday, May 27, 2020 6:08 AM
To: Marja Ambler
Subject: May 27, 2020 Governing Board Meeting Public Comment Item IX Appeal, TRPA Appeal File Number ADMIN2020-002

Honorable Members of the TRPA Governing Board,

My name is Judy Miller. I am a resident of Incline Village and member of the Washoe County Incline Village/Crystal Bay Citizens Advisory Board. A variance for the property was presented to our Board on January 6, 2020. Neighbors made public comment objecting to the proposed variance and placement of improvements, in part because the project would effectively eliminate nearly all of the on-street parking in the immediate vicinity. The application asked for the variance based on the narrowness of the lot, even though the lot line adjustment was about to be approved.

Although the lot line adjustment may not have immediate impacts, when considered as the first step of this entire development "project", then, speaking as an individual, not a CAB member, I agree that the application is deficient in that it does not address what will almost certainly be negative impacts on both parking and emergency vehicle access (items 13.b and 14.a of the TRPA application).

If the lot line adjustment were reconfigured, there would most certainly be alternatives that could better preserve on street parking in the neighborhood and still provide a workable solution for the applicant.

Please grant this appeal to reverse the lot line adjustment.

Respectfully,

Judy Miller

*Comments ERSP2019-1326 Multi Use Pier 8778, 8780, 8782, and 8796
Brockway Vista Avenue Kings Beach*

Comments from:
Mike and Christy Akatiff
8782 – 8796 Brockway Vista Avenue
Kings Beach, CA 96143

May 26, 2020

To Whom it May Concern,

On May 13, 13 days ago, a notice was mailed to all residents within 300 feet of the subject project. Today about 18 hours before the hearing we received notice that there were two comments opposing the project. Both comments are from the property owners to the north of our proposed multi-use pier project. At about 5:20 PM today I got a call from our consultant Abigail Edwards, telling me the attorney from TRPA contacted her and said the property owners who submitted the comments had hired legal counsel regarding the pier design.

The two commenters opposing this project have a dock that was constructed 10 – 15 years ago. The basis of the approval was the existence of a very small crib pier extending no more than 10 to 15 feet into the lake. When this pier was constructed, we were asked to provide a letter to TRPA in support of the pier which we did although the pier extended directly into our view to the northwest. This pier is 270 feet long, and I am sure it was built to the maximum permissible length under the regulations at the time.

One comment of Mr. Gordon which struck me as very sanctimonious is the comment on deck lighting. Mr. Gordon's deck lighting does not use high cutoff fixtures and brightly illuminates our master bedroom which is on the second floor of our residence several parcels over. I have never made any issue with this as their use of the lighting is minimal.

Our proposed multiple use pier conforms to all of the current TRPA design standards. Mr. Gordon's comments about the size of the pier and its design along with other design concerns, strike me as saying we have our pier for our two houses that was built to maximum size but really don't want another pier next to us. Where was Mr. Gordon when the regulations were being formulated and he had the opportunity to voice his concerns over design?

I have asked three of our neighbors two that abut our property to the south and one directly across the street from us to comment and all have said they fully support our pier. I have asked them to forward the comments directly to Tiffany Good and trust she will include them into the record.

In 2009 we had completed all the design of our joint use pier, submitted all the documents required by TRPA and paid all the application fees when a suit asking for an injunction to stop all applications was initiated. At that time TRPA did not defend the plan nor opposed the injunction thus stopping our project.

Again, we have spent much time and money working with staff who fully support this application as it conforms to all requirements. If a simple hiring of counsel or threat of a lawsuit stops this from going ahead, will this be the standard by which all pier applications will be judged? I spoke with one of my attorneys briefly about this and his comment was if the project conforms to all requirements and it is approved by the Board there would be no basis for a suit.

From: John Isberner <jackisberner@gmail.com>

Sent: Wednesday, May 20, 2020 12:44 PM

To: Jack Isberner <jackisberner@gmail.com>; Alyson Borawski <aborawski@trpa.org>

Subject: Proposed Structure behind 72 Moana Circle Tahoma Ca

Aly Borawski

Thank you for bringing to my attention the proposed structure in the Chambers Landing Parking area behind my house.

In 2004 a temporary structure was put there with no review or notification of all adjacent homeowners. I was appalled when I went to my property and saw and heard this structure. For the last 16 year I have seen this eye sore and heard it during the summer months. It is a nuisance to my property which has both prevented use of my peaceful enjoyment of my back yard, scenic views out of my residence and probably lowered my property value.

I heard the water district was going to move it a while ago and talked to them about the proposed changes. At that time the gentleman there informed me that this structure was going to be removed and nothing was going in its place.

Upon receiving and reviewing with you the proposal, they have clearly changed their mind with a building, a chlorine dispenser and pumps at this location.

I have serious issues with this structure, its contents, and its noise pollution.

Here are my questions / issues :

1. Why did they change the plan and put a structure and a chemical plant in a historically place were no structures were planned .
2. What is the function of this structure and what equipment and chemicals will be located there.
3. Why can't they locate these functions in the existing concrete bunker at the beach or on the new structure at Lodge and Hy 89. Their earlier plan.
4. I want to be able to enjoy my back yard, sit by the quiet stream and hear the call of nature. How much noise will come out of that building. Why can it not be none. What are the mechanical louvers and attic vents located on the south and west side for. How much noise will come out of these openings in the wall.
5. What chemicals are they going to use at this facility, what are the environmental and health impact of those chemicals. Can this chemical processing factory be located at a different site as earlier planned.

The water company told me they were going to remove it, and anything short of that I find unacceptable.

From: Sarah Hussong Johnson <sjohnson@tcpud.org>

Sent: Friday, May 22, 2020 2:31 PM

To: jackisberner@gmail.com

Cc: Alyson Borawski <aborawski@trpa.org>; Matt Homolka <mhomolka@tcpud.org>; Tony Laliotis <tlaliotis@tcpud.org>

Subject: TCPUD WLTRWTP: Response to Correspondence

Hi John,

It was nice to speak with you this morning. I'm responding to your questions sent to TRPA regarding our West Lake Tahoe Regional Water Treatment Plant Project (Project), as well as following up on a few from our conversation. The following summarizes the information requested:

- The existing TCPUD sewer pump station on Chambers Road has existed for 50 years and includes electrical equipment and a generator and will remain after the proposed Project.
- The Project removes the existing interim water treatment plant (Interim WTP) located outside and adjacent to the sewer pump station (visible tanks, pumps, etc.) that was constructed around 15 years ago.
- The Project removes the bunker on the beach and relocates the pumps that were located in it to a submerged lake location.
- The Project will expand the existing sewer pump station building to include a replacement generator, electric control equipment for the lake pumps, and chlorine injection into the drinking water system.
- The new generator is 175 KW and will be in a sound-attenuated enclosure and inside of the building. You inquired how the District was mitigating sound concerns for the facility; by replacing the old un-attenuated generator with a new modern technology generator in a sound-attenuated enclosure and locating inside of the building we are providing a facility with superior sound mitigation measures.
- The air intake and exhaust louvers for the generator are designed in accordance with the California Building Code.
- Chlorine (12.5% common bleach) is used throughout the world in drinking water facilities. It will be used and stored according to all regulatory requirements.
- Noise will be similar to the pre-2004 condition (prior to installation of the Interim WTP). Noise will only be generated during generator testing and power outages, as has been the case for 50 years.

I have attached a few documents for you reference. Please note that the drawings are provided in 'draft' as they are still undergoing design and review:

- Project drawing M-11: Lake Intake Pump Station Plan
- Project drawing E-9: Lake Intake Pump Station Single Line Diagram; and
- Project drawings A-11 & A-12: Lake Intake Pump Station Code Analysis & Building Floor Plans/Elevations.

We understand your frustration with the operation of the Interim WTP over the past 15 years. We also look forward to removing the Interim WTP, prior to construction of this Project, and to providing a long-term, drought resistant, permanent water supply to the West Shore of Lake Tahoe.

If you have further questions regarding the Project, feel free to call me on my cell phone. If you have questions related to the mechanical operations of our pump stations, please contact our Director of Utilities, Tony Laliotis at 530.580.6053.

Thank you,

Sarah Hussong Johnson, P.E.

Senior Civil Engineer

Tahoe City Public Utility District

510.912.8549 Cell

530.580.6338 Direct

530.583.3796 Main Office ext. 338

www.tcpud.org



From: Sarah Hussong Johnson <sjohnson@tcpud.org>

Sent: Friday, May 22, 2020 2:31 PM

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Sarah Hussong Johnson, P.E.

Senior Civil Engineer

Tahoe City Public Utility District

510.912.8549 Cell

530.580.6338 Direct

530.583.3796 Main Office ext. 338

www.tcpud.org

CODE ANALYSIS- LAKE INTAKE

400 SF ADDITION TO AN EXISTING STRUCTURE

APPLICABLE CODES:

- PART 1 - 2019 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
- PART 2 - 2019 CALIFORNIA BUILDING CODE
- PART 3 - 2019 CALIFORNIA ELECTRICAL CODE
- PART 4 - 2019 CALIFORNIA MECHANICAL CODE
- PART 5 - 2019 CALIFORNIA PLUMBING CODE
- PART 6 - 2019 CALIFORNIA ENERGY CODE
- PART 9 - 2019 CALIFORNIA FIRE CODE
- PART 11 - 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
- PART 12 - 2019 REFERENCE STANDARDS CODE

OCCUPANCIES: (CBC SECTION 302)

EXISTING AND PROPOSED BUILDING:
F-1: FACTORY

BUILDING CONSTRUCTION, HEIGHT AND AREA:

CONSTRUCTION TYPE

VB, NON SRINKLERED, 1 STORY ABOVE GRADE PLANE

MAXIMUM ALLOWABLE AREA & HEIGHT:

34,000 S.F. AND 2 STORY ABOVE GRADE PLANE (CBC TABLE 506.2)

PROPOSED AREA = 658 S.F.

262 SF EXISTING + 400 SF PROPOSED = 662 SF.

PROPOSED BUILDING HEIGHT & NUMBER OF STORIES:

1 STORY ABOVE GRADE PLANE (CBC TABLE 503)

INCIDENTAL USES (509.4, TABLE 509)

NONE PROPOSED

TYPE VB CONSTRUCTION (CBC 602.5):

CONSTRUCTION OF STRUCTURAL ELEMENTS, EXTERIOR WALLS, AND INTERIOR WALLS ARE OF ANY MATERIALS PERMITTED BY THE CODE.

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (CBC TABLE 601):

NONE REQUIRED FOR CONSTRUCTION TYPE VB

EXTERIOR PROJECTIONS, WALLS, AND OPENINGS:

PROJECTIONS (CBC 705.2):

RATED PROJECTIONS ARE NOT REQUIRED WHERE PROXIMITY TO PROPERTY LINES IS > 5'
PROJECTIONS WHICH ARE < 5' FROM A PROPERTY LINE SHALL BE OF NOT LESS THAN 1-HR FIRE RESISTANCE RATED CONSTRUCTION.

ROOF OVERHANG PROJECTIONS:

- 0' - 2' = PROJECTIONS NOT ALLOWED
- 2' - 3' = 2"
- 3' - 30' = 2' + 8" FOR EACH FOOT BEYOND 3'

SOUTH PROJECTION (2'-3') = 11"

WEST PROJECTION > (5') = 40" ALLOWED, 24" PROPOSED

FIRE RESISTANCE OF EXTERIOR WALLS (CBC TABLE 602 F-1 OCCUPANCY):

- $x < 5'$ = 2 HR (SOUTH WALL)
- $5' \leq x < 10'$ = 1 HR (WEST WALL)
- $10' \leq x < 30'$ = 0
- $x < 30'$ = 0

MAX. AREA OF EXTERIOR WALL OPENINGS (CBC TABLE 705.8)

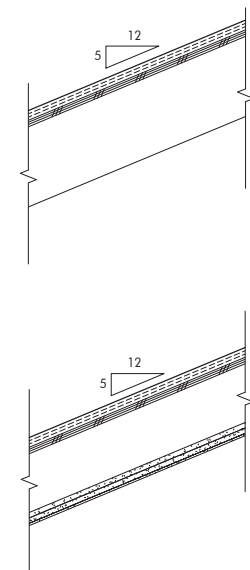
FIRE SEPARATION DISTANCE MEASURED AT RIGHT ANGLES TO BUILDING FACE. MEASURED TO IMAGINARY PROPERTY LINE BETWEEN BUILDINGS (CBC 705.3) (SEE CODE ANALYSIS DIAGRAM)

- 3' - 5' UP, NS = NP; P=15%
- 5' - 10' UP, NS = 10%; P=25%

SOUTH WALL = 244SF TOTAL, 366SF PROTECTED OPENING ALLOWED, 18SF PROPOSED

SEE MECHANICAL DRAWINGS FOR MECHANICAL SYSTEM PENETRATIONS AND PROTECTED OPENINGS.

LI - HORIZONTAL ASSEMBLIES



- A TYPICAL ROOF ASSEMBLY**
CLASS A COMPOSITION SHINGLE ROOF SYSTEM
FIRE RESISTANT ROOF UNDERLAYMENT
ICE & WATER SHIELD
PLYWOOD SHEATHING (S.S.D.)
SCHEDULED ROOF TRUSS OR OVER FRAMING (S.S.D.)
- B TYPICAL ROOF PROJECTION/EAVE ASSEMBLY**
1 HR RATED: GA RC 2602
CLASS A COMPOSITION SHINGLE ROOF SYSTEM
FIRE RESISTANT ROOF UNDERLAYMENT
ICE & WATER SHIELD
PLYWOOD SHEATHING (S.S.D.)
SCHEDULED ROOF TRUSS OR OVER FRAMING (S.S.D.)
(2) TYPE X 5/8" GYPSUM SHEATHING
1/4" FIBER CEMENT SOFFIT BOARD PAINTED

WILDLAND URBAN INTERFACE (CBC CH. 7A)

PROJECT IS IN WILDLAND URBAN INTERFACE AREA. MATERIALS FOR ROOFING, EXTERIOR WALLS, EXTERIOR GLAZING, DECKING, VENT. SCREENS ETC. SHALL BE COMPLIANT WITH CH. 7A REQUIREMENTS.

1. ROOFING:

ROOF COVERING: CLASS - A ROOF COVERING. CONFORM TO CHAPTER 15 REQUIREMENTS.

2. VENTILATION

VENTILATION OPENINGS LOCATED IN EXTERIOR WALLS FOR ENCLOSED ATTICS, ENCLOSED EAVE SOFFIT SPACES, ENCLOSED RAFTER SPACES FORMED WHERE CEILINGS ARE APPLIED DIRECTLY TO THE UNDERSIDE OF ROOF RAFTERS OR TRUSSES AND UNDER FLOOR VENTILATION OPENINGS SHALL BE FULLY COVERED WITH METAL WIRE MESH WITH OPENINGS A MINIMUM OF 1/16" AND A MAXIMUM OF 1/8" IN DIMENSION. THE METAL WIRE MESH SHALL BE CORROSION-RESISTANT & NON COMBUSTIBLE. (C.B.C. 706A)

3. EXTERIOR WALLS:

WOOD SIDING OVER CONCRETE BLOCK (707A)

EAVE PROTECTION:

ENCLOSED, FIBER CEMENT OVER 2 LAYERS OF 5/8" TYPE X GYPSUM SHEATHING.

4. EXTERIOR DOORS

EXTERIOR DOOR ASSEMBLIES: NON-COMBUSTIBLE HOLLOW METAL CONSTRUCTION (708A.3)

EXITS:

(CBC CH. 10)

REFER TO CODE ANALYSIS DIAGRAM FOR OCCUPANT LOADS AND EXITING.

ALL EXIT DOORS SHALL BE A MINIMUM OF 36" WIDE.

EXIT ACCESS TRAVEL DISTANCES (CBC 101.6.1)

MAX. ALLOWABLE TRAVEL DISTANCE (F-1 OCCUPANCY) = 200 FT W/O SPRINKLER SYSTEM

INTERIOR FINISHES (CBC TABLE 803.11)

OCCUPANCY EXIT ENCLOSURES CORRIDORS ROOMS & ENCLOSED SPACES
F-1 - FACTORY C C C

AUTOMATIC FIRE-EXTINGUISHING SYSTEM:

658 S.F.; NOT REQUIRED BY CODE OR LOCAL REGULATION

FIRE EXTINGUISHERS:

PORTABLE FIRE EXTINGUISHERS ARE REQUIRED TO BE LOCATED WITHIN 75 FEET FROM ANY POINT WITHIN THE FACILITY (CBC 906)

FIRE ALARM SYSTEM:

NONE PROPOSED

ACCESSIBILITY (CBC CH. 11B)

(11B-203) MACHINERY SPACES, INCLUDING WATER AND SEWAGE PUMP STATIONS ARE EXEMPT FROM REQUIREMENTS OF 11B

ENERGY PERFORMANCE:

THE BUILDING ENVELOPE, LIGHTING SYSTEM AND MECHANICAL SYSTEM WILL COMPLY WITH THE REQUIREMENTS OF TITLE 24. SEE T-24 SHEETS FOR ADDITIONAL INFORMATION. (TEMPERATURE TO BE MAINTAINED AT 55° OR BELOW IN LIFT STATION)

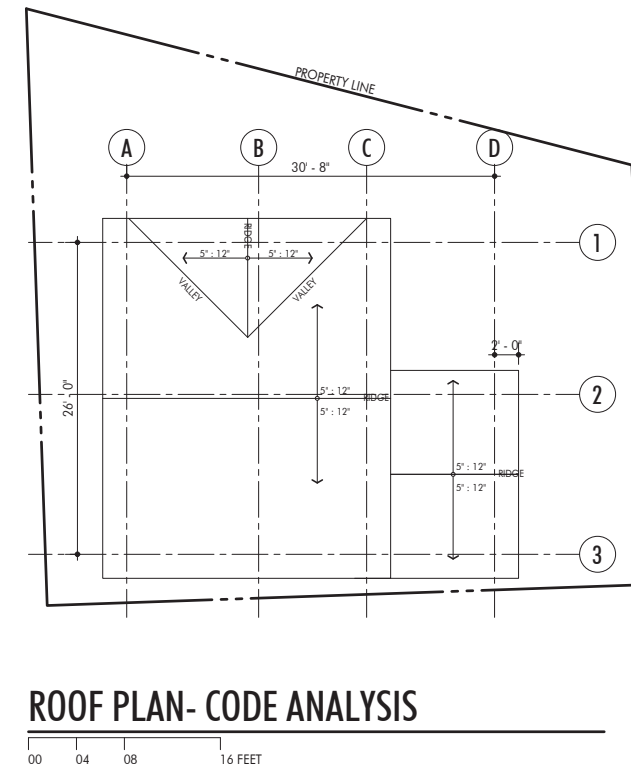
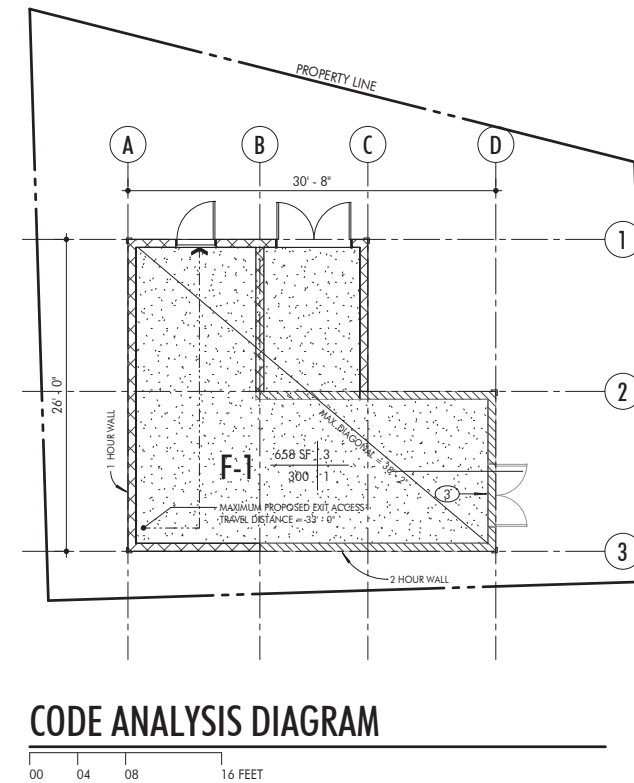
SANITARY FIXTURE REQUIREMENTS: (CPC CH. 4)

OCCUPANT LOAD FACTOR: (CPC TABLE A)

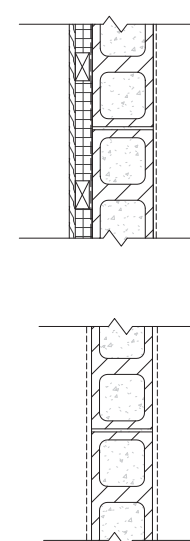
OCCUPANCY F1: NON-OCCUPIED BUILDING

SEE SHEET A-1 FOR 2019 CALGREEN NON-RESIDENTIAL MANDATORY MEASURES.

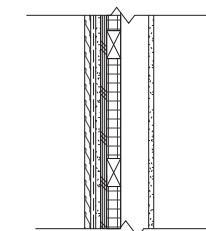
LEGEND	
AREA (S.F.)	CALCULATED # OF OCCUPANTS
OCCUPANCY LOAD FACTOR	REQUIRED # OF EXITS
⊙	# OF OCCUPANTS AT EXIT PATH



LI - VERTICAL ASSEMBLIES



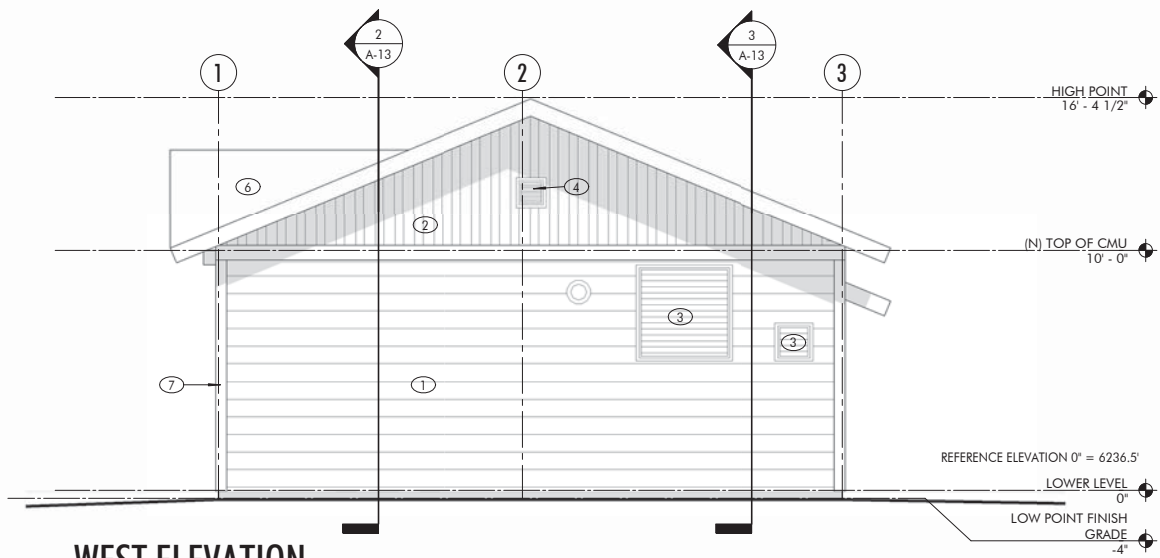
- 1 TYPICAL EXTERIOR WALL ASSEMBLY**
4 HR PER CBC TABLE T721, 3-1.1
STAINED FINISH, SEE ELEVATIONS
WOOD SIDING-SEE ELEVATIONS
2X4 P.T. NAILERS @ 16" O.C.
RIGID INSULATION
WATER RESISTIVE BARRIER
C.M.U. (S.S.D.)
SCHEDULED FINISH
- 2 TYPICAL INTERIOR WALL ASSEMBLY**
4 HR PER CBC TABLE T721, 3-1.1
SCHEDULED FINISH
C.M.U. (S.S.D.)
SCHEDULED FINISH



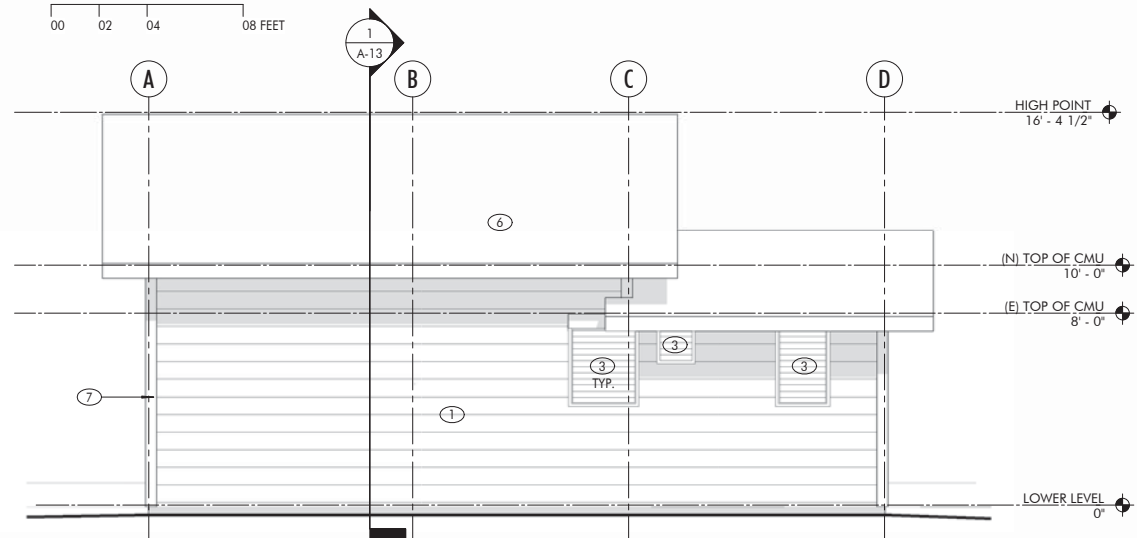
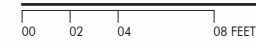
- 3 EXTERIOR WALL ASSEMBLY - GABLE FRAMING**
1 HR RATED: GA WP 8105
STAINED FINISH, SEE ELEVATIONS
WOOD SIDING-SEE ELEVATIONS
WATER RESISTIVE BARRIER
5/8" TYPE X GYPSUM SHEATHING
PLYWOOD (S.S.D.)
ROOF TRUSS (S.S.D.)
2X4 HORIZONTAL FRAMING
5/8" TYPE X G.W.B., FIRE TAPED

BY											
REVISIONS											
REV DATE											
RECORD DRAWING											
DATE	ENGINEER INITIAL										
Kennedy/Jenks Consultants Engineers & Scientists 10850 GOLD CENTER DRIVE, SUITE 350 RANCHO CORDOVA, CALIFORNIA, 95670 TAHOE/TRUCKEE AREA 12010 Donner Pass Road, Suite 201 Truckee, California 96161 530.937.8859 voice 530.937.8908 fax www.kjarch.com WARD YOUNG ARCHITECTURE & PLANNING											
TAHOE CITY PUBLIC UTILITY DISTRICT WEST LAKE TAHOE REGIONAL WATER TREATMENT PLANT LAKE INTAKE PUMP STATION BUILDING - CODE ANALYSIS TAHOE CITY PLACER COUNTY CALIFORNIA											
0 1 BAR IS ONE INCH ON ORIGINAL DRAWING PROJECT NUMBER: 13004.00 SURVEY BY: AEC SURVEY DATE: - DESIGN BY: RL DRAFTING BY: AFD CHECKED BY: RL DATE: SEPT. 27, 2019											
SCALES: As indicated HORIZONTAL A-11 VERTICAL SHEET: of											

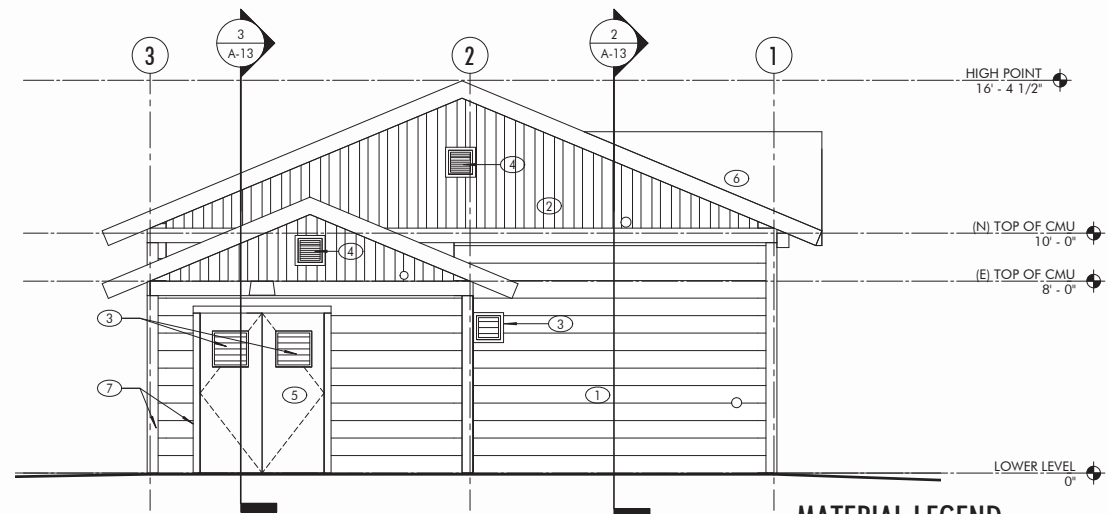
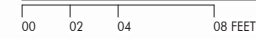
These drawings are instruments of service and are property of Ward-Young Architects, A California Corporation. All designs and other information on these drawings are for use on the specified project and shall not be used otherwise without the written permission of Ward-Young Architects.



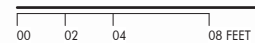
WEST ELEVATION



SOUTH ELEVATION

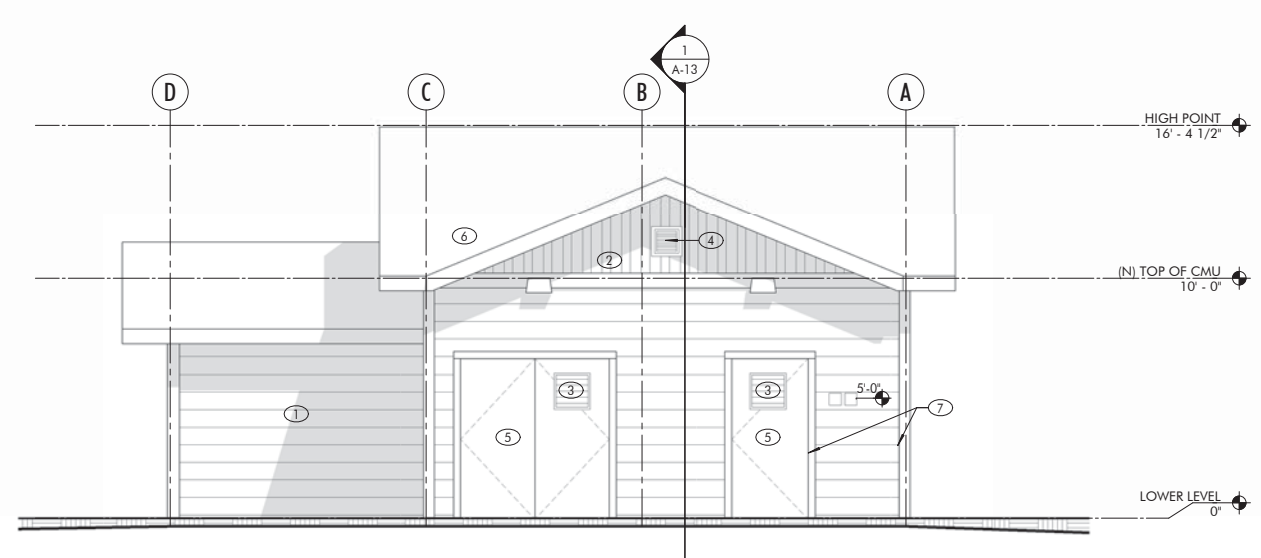


EAST ELEVATION

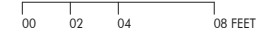


MATERIAL LEGEND

- ① 1X10 SHIPLAP WOOD SIDING, STAINED
- ② 1X6 BATTS @ 16" O.C. OVER 3/4" RESAWN PLYWOOD, STAINED
- ③ MECHANICAL LOUVERS (S.M.D.), PAINTED
- ④ ATTIC VENTILATION LOUVERS, PAINTED
- ⑤ INSULATED H.M. DOORS, PAINTED
- ⑥ COMPOSITE SHINGLE ROOFING
- ⑦ 2X WOOD TRIM, STAINED

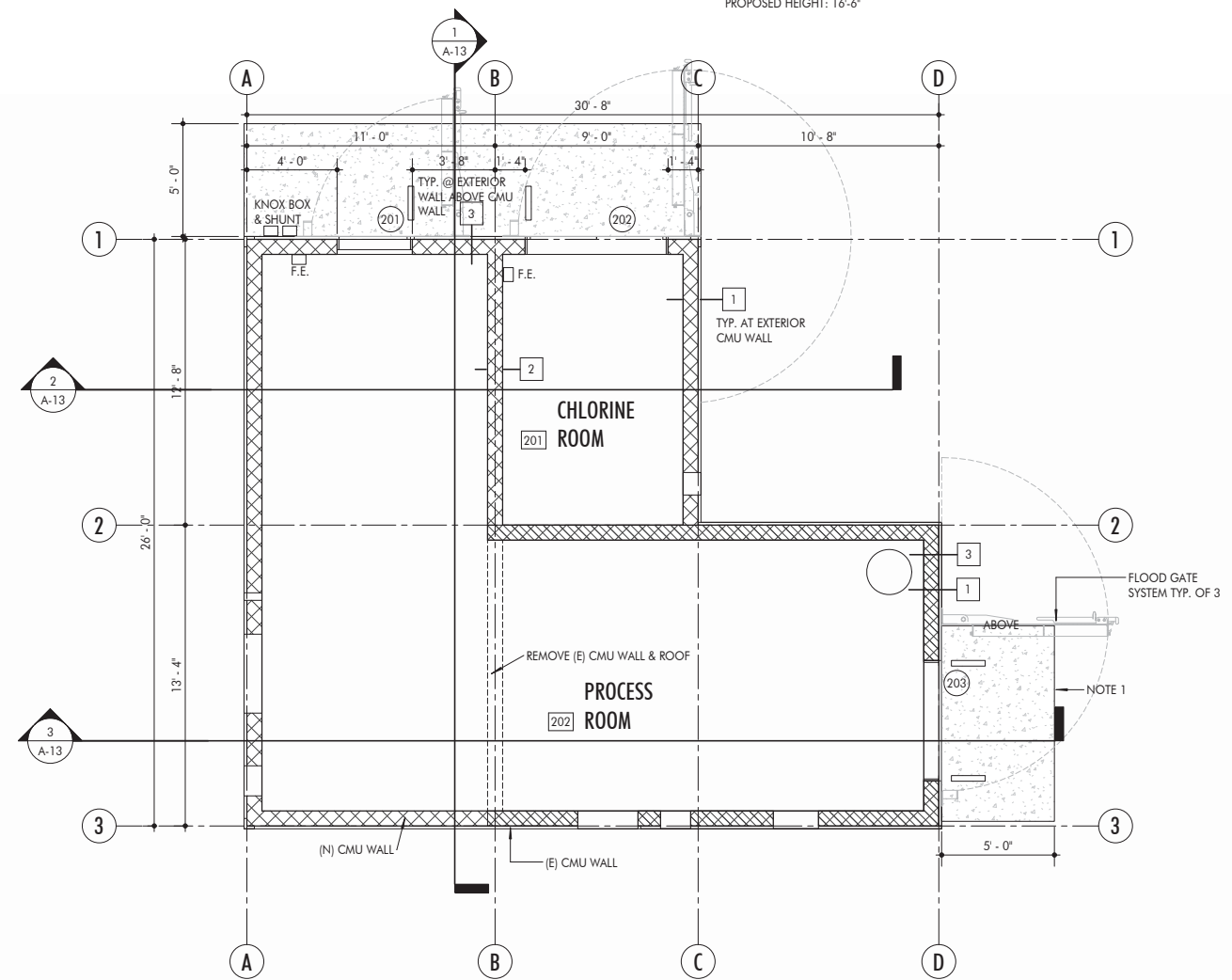


NORTH ELEVATION

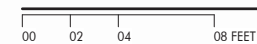


TRPA CALCULATIONS

SLOPE ACROSS = 2% SLOPE ACROSS SITE
 TRPA TABLE 37.4.1
 ROOF PITCH 5:12
 ALLOWABLE HEIGHT: 30'-6"
 PROPOSED HEIGHT: 16'-6"



FLOOR PLAN



NOTE:
 1. REMOVE & REPLACE EXISTING DOUBLE DOOR

BY	REVISIONS	REV DATE	RECORD DRAWING

DATE _____ ENGINEER INITIAL _____

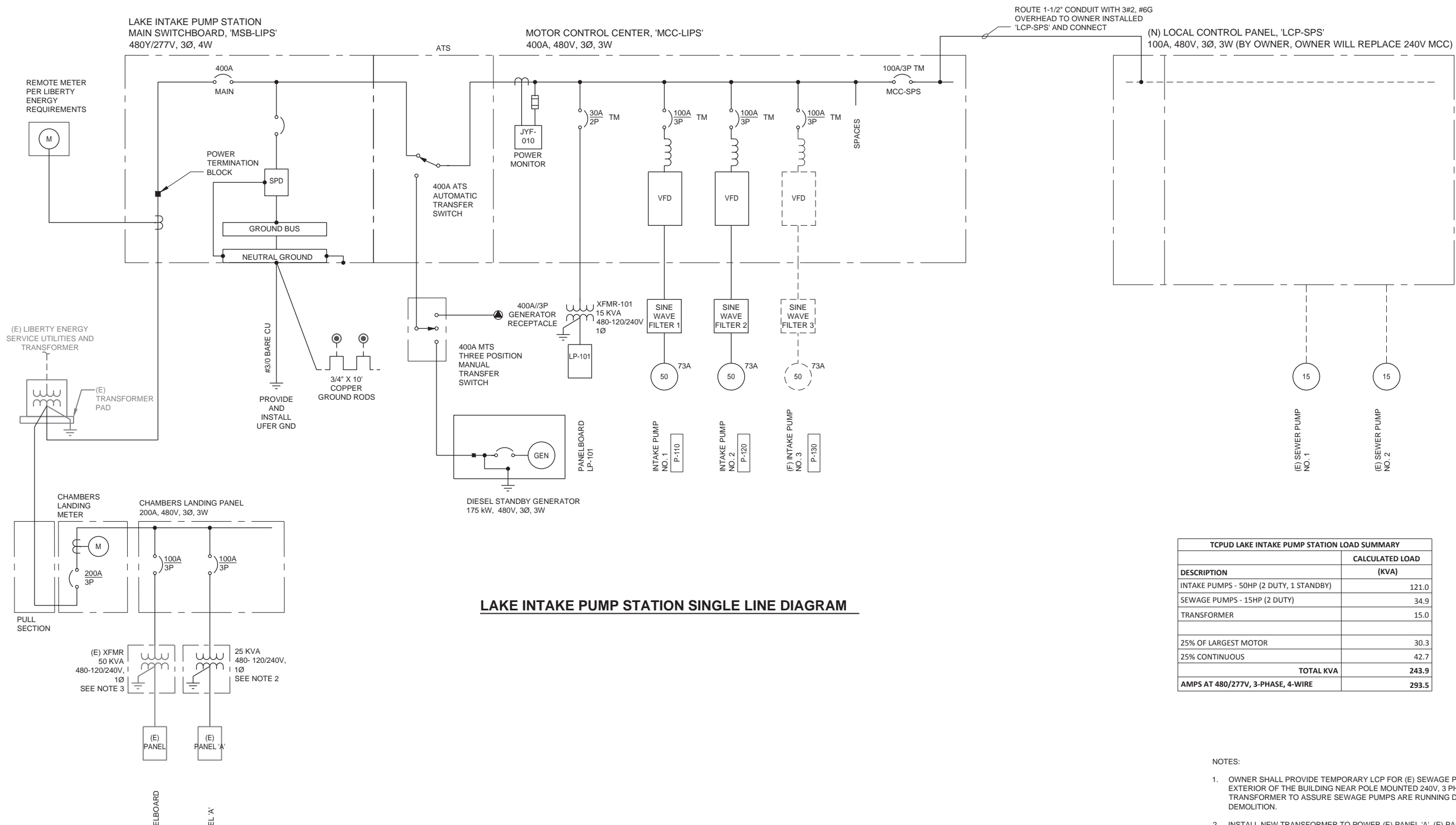
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WARD YOUNG
 ARCHITECTURE & PLANNING
 12010 Donner Pass Road, Suite 201
 Truckee, California 96161
 530.957.8859 voice
 530.957.8908 fax
 www.wardyoung.com

TAHOE CITY PUBLIC UTILITY DISTRICT
WEST LAKE TAHOE REGIONAL WATER TREATMENT PLANT
 LAKE INTAKE PUMP STATION BUILDING - FLOOR PLAN & EXTERIOR ELEVATIONS
 TAHOE CITY PLACER COUNTY CALIFORNIA

PROJECT NUMBER: 13004.00	
SURVEY BY: AEC	
SURVEY DATE: -	
DESIGN BY: RL	
DRAWING BY: AFD	
CHECKED BY: RL	
DATE: SEPT. 27, 2019	
SCALES:	TRPA SUBMITTAL
As indicated	A-12
HORIZONTAL	
VERTICAL	SHEET: of

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LAKE INTAKE PUMP STATION SINGLE LINE DIAGRAM

TCPUD LAKE INTAKE PUMP STATION LOAD SUMMARY	
DESCRIPTION	CALCULATED LOAD (KVA)
INTAKE PUMPS - 50HP (2 DUTY, 1 STANDBY)	121.0
SEWAGE PUMPS - 15HP (2 DUTY)	34.9
TRANSFORMER	15.0
25% OF LARGEST MOTOR	30.3
25% CONTINUOUS	42.7
TOTAL KVA	243.9
AMPS AT 480/277V, 3-PHASE, 4-WIRE	293.5

- NOTES:
- OWNER SHALL PROVIDE TEMPORARY LCP FOR (E) SEWAGE PUMPS EXTERIOR OF THE BUILDING NEAR POLE MOUNTED 240V, 3 PHASE TRANSFORMER TO ASSURE SEWAGE PUMPS ARE RUNNING DURING DEMOLITION.
 - INSTALL NEW TRANSFORMER TO POWER (E) PANEL 'A'. (E) PANEL 'A' IS CURRENTLY POWERED FROM THE (E) SWITCHBOARD TO BE DEMOLISHED. SEE SHEET EX-03 DETAIL 2 FOR (E) SWITCHBOARD.
 - RELOCATE (E) TRANSFORMER AS SHOWN ON SHEET EX-03 DETAIL 1.

REV	DATE	DESCRIPTION

RECORD DRAWING
DATE: _____ ENGINEER INITIAL: _____



Kennedy/Jenks Consultants
Engineers & Scientists
10850 GOLD CENTER DRIVE, SUITE 350
RANCHO CORDOVA, CALIFORNIA, 95670
P.O. BOX 5399 • 645 W. LAKE BLVD. • TAHOE CITY • CALIFORNIA 96145
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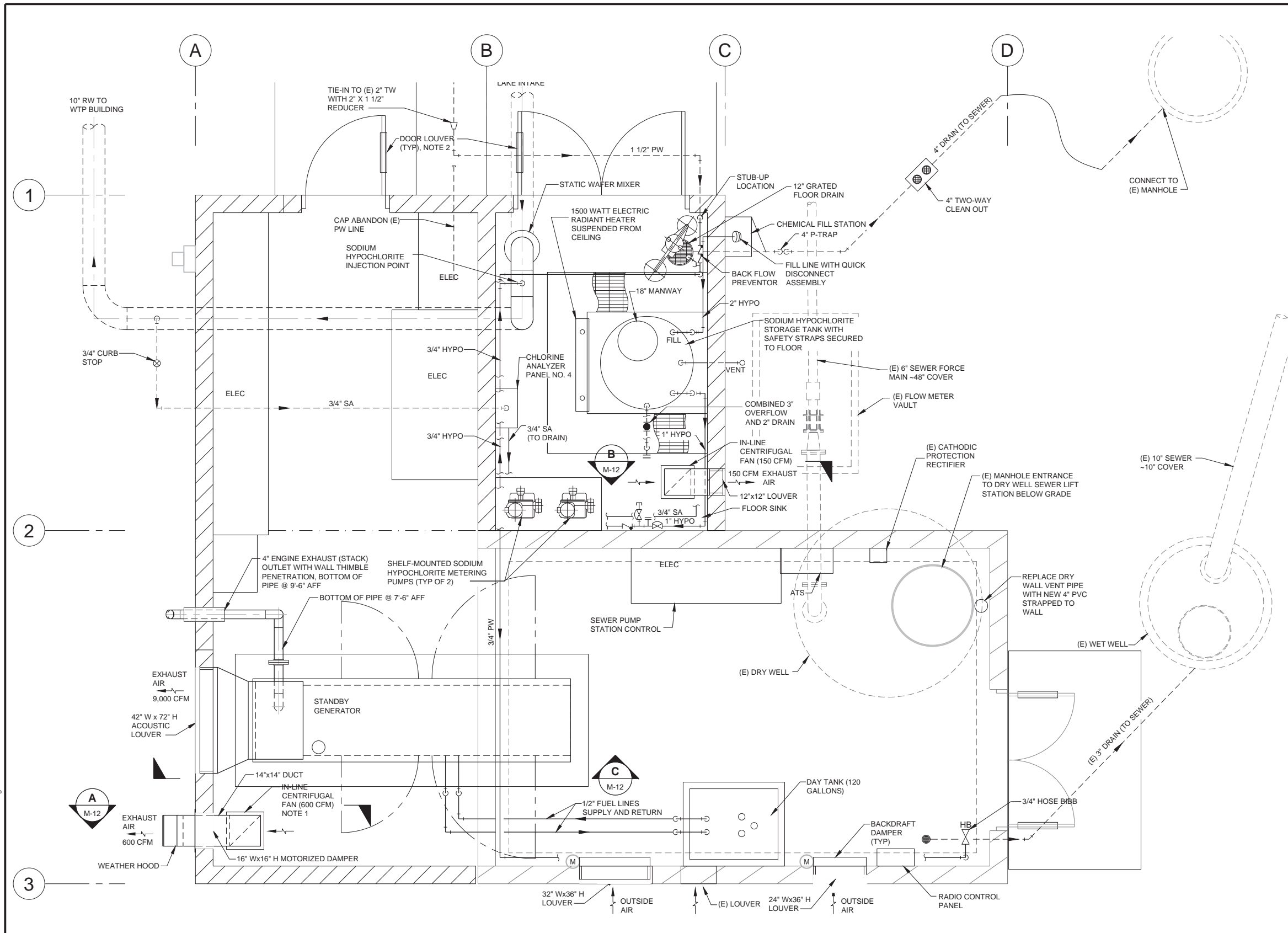
TAHOE CITY PUBLIC UTILITY DISTRICT
WEST LAKE TAHOE REGIONAL WATER TREATMENT PLANT
LAKE INTAKE PUMP STATION
SINGLE LINE DIAGRAM
TAHOE CITY PLACER COUNTY CALIFORNIA

PROJECT NUMBER:	1470010.00
SURVEY BY:	AEC
SURVEY DATE:	-
DESIGN BY:	EEH/SLS
DRAFTING BY:	EEH
CHECKED BY:	ZD
DATE:	DECEMBER 2019

SCALES:
NO SCALE
HORIZONTAL
NO SCALE
VERTICAL

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E-9
SHEET: of



PLAN
SCALE: 1/2" = 1'-0"

NOTES:

1. VERTICAL DISCHARGE CONFIGURATION INTO ACOUSTIC-LINED PLENUM OUT OF BUILDING THRU DAMPER.
2. REFER TO ARCHITECTURAL DRAWINGS FOR SPECIFICATION OF DOOR LOUVERS.

MATERIAL LIST:

1. FAN 101, IN-LINE CENTRIFUGAL FAN, 0.1" WC @ 600 CFM, GREENHECK MODEL SQ-90-VG, 1/10 HP MOTOR @ 1725 RPM, CONTINUOUS OPERATION.
2. FAN 102, IN-LINE CENTRIFUGAL FAN, 0.1" WC @ 150 CFM, GREENHECK MODEL SQ-60-VG, 1/15 HP MOTOR @ 1725 RPM, CONTINUOUS OPERATION.

BY	REVISIONS	REV	DATE

RECORD DRAWING
DATE _____ ENGINEER INITIAL _____



Kennedy/Jenks Consultants
Engineers & Scientists
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TAHOE CITY PUBLIC UTILITY DISTRICT
WEST LAKE TAHOE REGIONAL WATER TREATMENT PLANT
LAKE INTAKE PUMP STATION - PLAN
TAHOE CITY PLACER COUNTY CALIFORNIA

BAR IS ONE INCH ON ORIGINAL DRAWING	
PROJECT NUMBER:	1470010.00
SURVEY BY:	AEC
SURVEY DATE:	VALUE
DESIGN BY:	VALUE
DRAFTING BY:	VALUE
CHECKED BY:	VALUE
DATE:	DECEMBER 2019

SCALES:	AS NOTED	M-11
HORIZONTAL		
VERTICAL		SHEET: of

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C:\bms\jpw\use-east-005\mike.mara\dms94223147001000m11-INTAKE-PUMP-BLDG.dwg

Comments from John Isberner after a response from TCPUD

From: John Isberner <jackisberner@gmail.com>

Sent: Tuesday, May 26, 2020 9:22 AM

To: Sarah Hussong Johnson <sjohnson@tcpud.org>

Cc: Alyson Borawski <aborawski@trpa.org>; Matt Homolka <mhomolka@tcpud.org>; Tony Laliotis <tlaliotis@tcpud.org>

Subject: Re: TCPUD WLTRWTP: Response to Correspondence

Thanks for the reply....

Addresses a lot of my questions.

My take away on the noise level is the following:

1. During normal operation of the plant during non power outage times I should not hear anything from around 50 feet away?
2. The generator will only be run during power outages and the noise levels will be the same as pre 2004.

Is this correct ?

There is also another implied commitment that I hear here.

That is, if you were ever to put any incremental pumps or generators in that building, you would notify the close neighbors for detailed reviews.

If the above questions are no, I would want to ask and understand what incremental noise reduction activities you could implement and at what cost would it take you to achieve those goals.

Jack

On Fri, May 22, 2020 at 2:30 PM Sarah Hussong Johnson <sjohnson@tcpud.org> wrote:

Hi John,

It was nice to speak with you this morning. I'm responding to your questions sent to TRPA regarding our West Lake Tahoe Regional Water Treatment Plant Project (Project), as well as following up on a few from our conversation. The following summarizes the information requested:

- The existing TCPUD sewer pump station on Chambers Road has existed for 50 years and includes electrical equipment and a generator and will remain after the proposed Project.

- The Project removes the existing interim water treatment plant (Interim WTP) located outside and adjacent to the sewer pump station (visible tanks, pumps, etc.) that was constructed around 15 years ago.
- The Project removes the bunker on the beach and relocates the pumps that were located in it to a submerged lake location.
- The Project will expand the existing sewer pump station building to include a replacement generator, electric control equipment for the lake pumps, and chlorine injection into the drinking water system.
- The new generator is 175 KW and will be in a sound-attenuated enclosure and inside of the building. You inquired how the District was mitigating sound concerns for the facility; by replacing the old un-attenuated generator with a new modern technology generator in a sound-attenuated enclosure and locating inside of the building we are providing a facility with superior sound mitigation measures.
- The air intake and exhaust louvers for the generator are designed in accordance with the California Building Code.
- Chlorine (12.5% common bleach) is used throughout the world in drinking water facilities. It will be used and stored according to all regulatory requirements.
- Noise will be similar to the pre-2004 condition (prior to installation of the Interim WTP). Noise will only be generated during generator testing and power outages, as has been the case for 50 years.

I have attached a few documents for your reference. Please note that the drawings are provided in 'draft' as they are still undergoing design and review:

- Project drawing M-11: Lake Intake Pump Station Plan
- Project drawing E-9: Lake Intake Pump Station Single Line Diagram; and
- Project drawings A-11 & A-12: Lake Intake Pump Station Code Analysis & Building Floor Plans/Elevations.

We understand your frustration with the operation of the Interim WTP over the past 15 years. We also look forward to removing the Interim WTP, prior to construction of this Project, and to providing a long-term, drought resistant, permanent water supply to the West Shore of Lake Tahoe.

If you have further questions regarding the Project, feel free to call me on my cell phone. If you have questions related to the mechanical operations of our pump stations, please contact our Director of Utilities, Tony Lalotis at 530.580.6053.

Thank you,

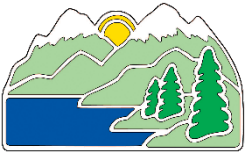
Sarah Hussong Johnson, P.E.

Senior Civil Engineer

Tahoe City Public Utility District

510.912.8549 Cell

530.580.6338 Direct



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May 21, 2020

Aly Borawski
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

RE: West Lake Tahoe Regional Water Treatment Plant - ERSP2019-1374

Dear Aly,

As the Tahoe City Public Utility District (District) embarked on the final design of the West Lake Tahoe Regional Water Treatment Plant Project (Project), refinement of the operational strategy for the treatment plant was evaluated. In doing so, the District proposed adding a third submersible pump to the intake structure in Lake Tahoe to allow for operation flexibility in low and high-water demand conditions.

Water service infrastructure is designed for existing and projected maximum demand conditions. The previous design included two larger capacity lake intake pumps, which were individually sized to provide maximum flow with operational redundancy. However, water service in Lake Tahoe is unique in the variability between high demand (summer) and low demand (spring/fall/winter) periods. The District desires to operate the plant year-round to maximize the variable water demand and fire protection benefit. The new design replaces the two larger capacity pumps with three smaller capacity pumps. The addition of a third lower capacity pump will allow for efficient plant operation during the spring, fall, and winter low demand periods and will improve redundancy.

The proposed additional pump does not change the current maximum design capacity of 650 gallons per minute (gpm) for the Project, an amount that is permitted under existing water rights. It simply allows the District to efficiently operate the plant over a larger range of flows from a minimum of 200 gpm to a maximum of 650 gpm, and improves the pump redundancy.

Sincerely,

Sarah Hussong Johnson, P.E.
Senior Civil Engineer

Attachments