

TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, January 22, 2020** commencing at **10:00 a.m.**, at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the **Governing Board** of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, January 22, 2020**, commencing at **8:30 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Regional Plan Implementation Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Approval of Minutes; 4) Discussion and possible recommendation for Amendments to Chapter 84 of the TRPA Code of Ordinances regarding development standards for Stream Mouth Protection Zones; (Page 57) 5) Discussion and possible recommendation for Amendments to Chapter 61: Vegetation Management and Forest Health, Sections 61.1 (Tree Removal) and 61.2 (Prescribed Fire); (Page 89) 6) Upcoming Topics; (Page 149) 7) Committee Member Comments; Chair – Shute, Vice Chair – Bruce, Aldean, Laine, Lawrence, Sevison, Yeates; 8) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, January 22, 2020**, commencing **no earlier than 9:15 a.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Recommend approval of December Financials; (Page 1) 4) Quarterly Treasurer’s Report; 5) Discussion and potential direction to Staff on TRPA’s Long-Term Debt; 6) Upcoming Topics; 7) Committee Member Comments; Chair – Aldean, Vice Chair – Sevison, Beyer, Cashman, Cegavske, Hicks, Yeates; 8) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, January 22, 2020** commencing **no earlier than 12:30 p.m.**, at the **Tahoe Regional Planning Agency**, the **TRPA Environmental Improvement, Transportation, & Public Outreach Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Discussion and Possible Direction on SR 89 Corridor Plan travel option alternative analysis; (Page 151) 4) Committee Member Comments; Chair – Cashman, Vice Chair – Faustinos, Berkbigler, Beyer, Novasel, Shute, Lawrence; 5) Public Interest Comments**

January 15, 2020



Joanne S. Marchetta,
Executive Director

This agenda has been posted at the TRPA office and at the following locations: Post Office, Stateline, NV, North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
Tahoe Regional Planning Agency	January 22, 2020
Stateline, NV	10:00 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Governing Board. All such comments will be included as part of the public record.

“Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below.”

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
- VI. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)
- VII. ADMINISTRATIVE MATTERS
 - A. Appointment of a TRPA Governing Board Delegate and Alternate to the California Association of Council of Governments (CALCOG) Board of Directors **Approval** **Page 29**
- VIII. PLANNING MATTERS
 - A. Housing Work Plan Overview and Presentations on State Housing Legislation **Informational Only** **Page 31**
- IX. PUBLIC HEARINGS
 - A. Tahoe Douglas Visitor’s Authority Tahoe South Event Center Draft Environmental Assessment, TRPA File# ERSP2017-1212, 55 Highway 50, Stateline, NV (Douglas County, Nevada, APNs 1318-27-002-006) **Discussion and Public Comment** **Page 45**

(no earlier than 11:00 a.m.)
- X. REPORTS
 - A. Executive Director Status Report **Informational Only**
 - B. General Counsel Status Report **Informational Only**
- XI. GOVERNING BOARD MEMBER REPORTS

XII. COMMITTEE REPORTS

- A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project **Report** [Page 55](#)
- B. Local Government & Housing Committee **Report**
- C. Legal Committee **Report**
- D. Operations & Governance Committee **Report**
- E. Environmental Improvement, Transportation, & Public Outreach Committee **Report**
- F. Forest Health and Wildfire Committee **Report**
- G. Regional Plan Implementation Committee **Report**

XIII. PUBLIC COMMENT

XIV. ADJOURNMENT

TRPA CONSENT CALENDAR

<u>Item</u>	<u>Action Requested</u>	
1. December Financials	Approval	<u>Page 1</u>
2. Resolution in Recognition of National Radon Action Month	Approval	<u>Page 27</u>

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings,

adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Chair, William Yeates, California Senate Rules Committee Appointee; Vice Chair, Mark Bruce, Nevada Governor's Appointee; James Lawrence, Nevada Dept. of Conservation & Natural Resources Representative; Sue Novasel, El Dorado County Supervisor; Belinda Faustinos, California Assembly Speaker's Appointee; Shelly Aldean, Carson City Supervisor Representative; Marsha Berkgigler, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; E. Clement Shute, Jr., California Governor's Appointee; Casey Beyer, California Governor's Appointee; Barbara Cegavske, Nevada Secretary of State; Timothy Cashman, Nevada At-Large Member; A.J. Bud Hicks, Presidential Appointee; Wesley Rice, Douglas County Commissioner; Brooke Laine, City of South Lake Tahoe Councilmember.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA
Stateline, NV

December 18, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Vice Chair Mr. Bruce called the meeting to order at 12:32 p.m.

Members present: Ms. Aldean, Mr. Beyer (by phone), Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Mr. Hicks, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates (by phone)

Members absent: Ms. Faustinos

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

None.

IV. APPROVAL OF AGENDA

Mr. Shute moved approval of the agenda.
Motion carried.

V. APPROVAL OF MINUTES

Ms. Aldean moved approval of the November 20, 2019.
Motion carried.

VI. TRPA CONSENT CALENDAR

1. 2019 Audited Financial Statements
2. Transfer of previously released El Dorado County Water Quality Mitigation funds in the amount of \$84,321.79 from completed water quality projects to active water quality projects
3. Technical amendments to Chapters 2, 21, 30, 37, 50, 51, 53, and 84 of the TRPA Code of to clarify existing language and incorporate technical corrections

Ms. Aldean said the Operations and Governance Committee recommended approval of item numbers one and two.

Mr. Shute said the Regional Plan Implementation Committee recommended approval of item number three.

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Ms. Aldean moved approval.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Ms. Faustinos

Motion carried.

VII. ADMINISTRATIVE MATTERS

A. Best in Basin Awards Reception

No report.

B. Proclamation celebrating 50 Years of the Bi-State Tahoe Regional Planning Compact

Ms. Regan said December 18, 1969 when President Richard Nixon signed the Tahoe Regional Planning Compact. The legislation had gone through both state legislatures in the year prior and then through the United States Congress to then be signed into law. Today, there's a flag being flown at the Capitol in honor of this day. After today, the flag will be shipped to TRPA with a certificate that it was flown over the United States Capitol in honor of the Tahoe Regional Planning Compact.

Bill Chan, regional representative from Catherine Cortez-Masto's office is he today to present a proclamation from Senator Cortez-Masto and the full delegation of United States Senate; Senator Feinstein, Senator Harris, and Senator Rosen.

Mr. Chan said they are extremely grateful to have a strong, united governing body. Tahoe is a shining example of what can be accomplished when there are significant challenges in a region. Congratulations to the 50th anniversary. Senator Cortez-Masto will be hosting the 2020 Lake Tahoe Summit. The office of Senator Cortez Masto's office also has certificates for the Best in Basin award winners.

Ms. Regan said she'll distribute the press release issued by all four senators about this great occasion.

Public Comment & Questions

None.

C. Best in Basin Awards

TRPA team member Mr. Larson provided the presentation.

TRPA honors eight projects for environmental, community benefits. These projects were completed in 2018. The winning projects completed new mountain trails, created a new section of Class 1 trail on Tahoe's West Shore, restored meadows, protected the lake from invasive plants, restored a portion of the Upper Truckee River, and re-wet a meadow using stormwater

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runoff. Currently in its 29th year, TRPA's annual Best in Basin awards shine a spotlight on projects that show high levels of planning and implementation. These projects benefit Lake Tahoe's environment and its communities.

Incline Flume Trail: With public and private partnerships, this family-friendly backcountry trail is complete and accessible to nearly all abilities. The project began with the USDA Forest Service officially adopting the trail, which allowed local groups to make significant improvements. The Friends of Incline Trails recognized that this old flume path needed major repair and enhancement. More than 1,500 volunteer hours combined with professional work crews from the USDA Forest Service and American Conservation Corp made the trail possible. The Incline Flume Trail starts just off the Mount Rose Highway and across to Tunnel Creek Road.

Meeks Bay Trail Project: A little more than three-quarters of a mile long, this Class 1 multi-use path is a major addition to the West Shore trail system. The trail links two significant recreational centers on Tahoe's West Shore—Sugar Point Pine State Park southward to the entrance of Meeks Bay Resort. The pathway runs parallel to Highway 89 and significant engineering hurdles were overcome while constructing the trail. The path was constructed in just one season and within existing USDA Forest Service and Caltrans right of ways. Seventy percent of the project required retaining walls, as well as the construction of a large bridge. Central Federal Lands Division of the Federal Highway Administration was the lead agency on this project.

Restoration of Fire Adapted Ecosystems: There are approximately 4,700 acres of meadow in the Lake Tahoe Basin, and the USDA Forest Service manages some 2,700 acres. TRPA has identified meadows as important areas for restoration. In 2018, the USDA Forest Service completed restoration of Baldwin Meadow. Nearly all trees were removed from the meadow and perimeter trees were thinned. Additional restoration tools used included willow planting, channel repair, and re-routing trails. Forest Service crews also completed a controlled burn of the meadow. Meadow restoration will allow the land to adapt to future conditions brought on by climate change.

Tahoe Keys Bubble Curtain: Invasive plants like Eurasian watermilfoil and curlyleaf pondweed have been growing out of control in the Tahoe Keys for years now, and their proliferation has threatened to spread out into Lake Tahoe proper. The Tahoe Keys Property Owners Association and the League to Save Lake Tahoe teamed up with experts from Canada to create an underwater "bubble curtain." An underwater hose emits a strong current of bubbles that keeps plant fragments from escaping out and into Lake Tahoe. The hose is fanned out in a V-shaped pattern, pushing plant fragments to the outer walls of the channel, which are then collected every afternoon. The goal of the project is containment of the invasive plants, while scientists look for a long-term solution to control the infestation.

Upper Truckee River Reach Restoration Project: Restoration along the Upper Truckee River is the culmination of 7 years of planning by the USDA Forest Service Lake Tahoe Basin Management Unit and the California Tahoe Conservancy. Staging for the project began in 2012, and channel construction continued from 2013 through 2016. Then from 2017-2018, the adaptive management and stabilization phase was completed. The project restored 120 acres and required the re-channeling of 7,340 feet of the Upper Truckee River. The new channel allows for improved aquatic habitat and increased channel and floodplain connectivity while reducing stream bank erosion. During the planning phase, an estimated 10,000 native Western

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pearlshell mussels were identified in the project area. The Upper Truckee River is the only river known to contain this mussel in the Lake Tahoe Basin. In the end, some 25,000 mussels were re-located and returned to the river. A significant amount of hand work was required to complete this project by crews from the California Conservation Corps, the Generation Green program, and members of the Youth Conservation Corps.

Country Club Heights Erosion Control Project: This project was completed by the El Dorado County Department of Transportation and tackled runoff and erosion issues in the Country Club Heights area between Meadow Vale Drive and Elks Point Drive. Runoff and erosion were a persistent problem along Boca Raton Drive because of inadequate infrastructure. New improvements include curb and gutter, sediment traps, and infiltration basins, which allow for the re-wetting of the existing meadow system. The meadow now does its proper job of spreading and infiltrating stormwater runoff. This project is an outstanding example of using hardscape and natural systems to capture and treat stormwater runoff.

Public Comments & Questions

None.

VIII. PUBLIC HEARINGS

- A. Amendment to Chapter 84 of the TRPA Code of Ordinances regarding permitting of existing buoys in buoy fields TRPA team member provided the presentation.

Mr. Hester said this item was heard this morning by the Regional Plan Implementation Committee.

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said today's proposal is an amendment to the Code of Ordinances to help with implementation of the shoreline plan. This amendment addresses permitting of existing buoys within buoy fields. We are in phase one of the shoreline implementation. During this phase, TRPA is permitting all existing grandfathered buoys. Phase two will begin in 2020 which involves permitting a limited number of new buoys. Before issuing permits for new moorings in phase two, phase one must be completed by determining the status of existing buoys. Staff discovered that a provision for grandfathering existing buoys inadvertently omitted buoys within buoy fields. Throughout the shoreline plan process staff has communicated to the public that legally established buoys will be allowed to remain. This was intended to apply both to buoys associated with private parcels as well as buoys in buoy fields. The shoreline plan anticipated that these buoys would be allowed to remain and was factored into the environmental analysis for the shoreline plan. The parameters to qualify as a grandfathered buoy in association with a littoral parcel. Staff is bringing the shoreline steering committee recommendation for consideration. The steering committee recommends that the same grandfathering criteria that currently applies to private littoral parcels also apply to buoy fields offshore of a littoral parcel when it's associated with a homeowner's association or a commercial tourist accommodation, marina, or public use. The limit of three buoys that applies to private littoral, however, would not apply. This proposal was reviewed by the Advisory Planning Commission on December 11 and the Regional Plan Implementation Committee this morning. Both recommended Governing Board adoption of staff's recommendation.

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Presentation can be found at:

[Agenda-Item-No.-VIII.A-Shorezone-Amendments](#)

Board Comments & Questions

Mr. Shute said the Regional Plan Implementation Committee discussed the item this morning and unanimously recommended approval. Given the complexity of the shoreline plan, it was an oversight not to include these other kinds of mooring fields in the program. It was always contemplated by the shoreline plan.

Public Comments & Questions

None.

Board Comments & Question

Ms. Aldean made a motion to move approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary

Ayes: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer, Ms. Faustinos

Motion carried.

Ms. Aldean made a motion to adopt Ordinance 2019-__, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

Ayes: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Wlaschin for Mrs. Cegavske, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer, Ms. Faustinos

Motion carried.

- B. Proposed Tahoe Douglas Visitors Authority Tahoe South Events Center Project; 55 Highway 50, Stateline, Nevada

Mr. Hicks said in his professional life he's an attorney and has represented El Dorado Resorts, Inc. for many years. El Dorado Resorts through a subsidiary lease operates the Montbleu property. He has a professional conflict with this item and will not participate in the discussion. El Dorado Resorts is currently in contract to acquire Harrah's and Harvey's at the South Shore.

TRPA team member Mr. Nielsen and Mr. Feldman representing the applicant provided the presentation.

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Mr. Nielsen said today's item is informational only. The goal today is to introduce the board and public to the project. They'll summarize the issues currently being evaluated in the environmental document and take comment from the board and public.

Mr. Feldman on behalf of the Tahoe Douglas Visitors Authority said he started working in December 1994 for the Ledbetter family who then owned Harvey's to formulate a project that would have an event center.

The project proponent is the Tahoe Douglas Visitors Authority which was created by statute in 1997 to promote tourism in Lake Tahoe and to develop, plan, and operate a convention center. They brought a project to the Governing Board in 2006 where the board unanimously approved redevelopment project number three which included a 100,000 square foot, 4,000 seat multi-use facility. Unfortunately, it was impacted by the 2008 recession and further suffered when the State of California eliminated redevelopment in 2008, therefore, there was no financing to construct that facility. By 2011, a group of 45 stakeholders formed the south shore vision plan. Those stakeholders are private property owners from Ski Run Boulevard to Kahle Drive and included TRPA, the City of South Lake Tahoe, Douglas County, and the California Tahoe Conservancy. With the demise of California funding for the California facility, the Tahoe Douglas Visitors Authority resurrected its statutory objective to develop an event center. That event center item was identified in the South Shore Area Plan as one of the deliverables. It resulted in some legislation by the State of Nevada to fill in that funding void. Lake Tahoe has been entertainment destination and playground for the rat pack in the early days. We had world class entertainment that was part of our DNA and were able to accommodate that when we were the third largest gaming economy in the country and a showroom of 900 to 1,200 persons. They can't do that anymore but still find entertainment to be a compelling feature. We have endured an economic crisis of monumental proportions. Our economic crisis is attributable to California gaming.

Nothing has changed in the core in 25 years except for an amazing contraction of economic activity and unemployment. California and the City of South Lake Tahoe got in front of this economic situation and redeveloped, and we've emerged into a tale of two cities. In 2001, the south shore casinos had 11 percent of the northern California gaming market and 89 percent was native American gaming. By 2018, we have two percent of that market and 98 percent is native American gaming. That's not going to change, we're not going to resurrect a gaming economy at the south shore. There's been great success in terms of visitation involving entertainment with the Harrah's and Harvey's outdoor concert series. During this time frame, the assessed value within the core which is based on gross receipts declined from \$142 million to \$84 million over a 20 year horizon. That was mimicked and mirrored by a decline in employment from 10,000 to 3,000 jobs. There are a lot of people that have left this market because they can't find work and we are in a transition period. California and the City of South Lake Tahoe has set the example where environmental redevelopment has not only enhanced the built environment, but it has started to improve the economic condition. The redevelopment has now moved toward Ski Run Boulevard. The stasis that occurred at Stateline, while Harrah's was cutting edge in 1974. It hasn't changed and this economic downturn was brought before the Douglas County Board of Commissioners, unlike California, Nevada retained its powers of redevelopment and a blight study was commenced that determined that the physical and economic conditions at the casino core constituted blight. The Board of County Commissioners unanimously resolved to form redevelopment District 2 which has provided a platform for us create tax increment financing to help construct what was identified as the catalyst for change, the Tahoe South Event Center. This history started with the formation of the

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Tahoe Douglas Visitors Authority cumulating in 2019 with some legislation that was passed by the State of Nevada to supplement the opportunity for funding that was created through the Douglas County redevelopment area number two.

They've conducted a alternatives analysis to determine where they might be able to construct a new facility to address this need which was originally permitted in 2006 with project number three. On the Nevada side, the closer one is to a facility as an operator, perhaps the more economic advantage the operator may have. Design Workshops was engaged to look at all potential sites in the core and the determination from a land use perspective, anchoring an event center on the corner of US Highway 50 and Lake Parkway (loop road) would create a land use pattern that would compliment pedestrian activity, multi modal access and create a gateway into the tourist destination. The event center parking area would be reconstructed with contemporary design standards, landscaping, lighting, and transit features. The inside will be designed in a horseshoe and is designed to be as flexible as possible with an eye towards the future. It's designed to accommodate an array of events that would range from the predominant event which is public assembly for corporate and association groups from 350 to 1,200 persons. It will also be able to accommodate sports, performing arts, trade shows, drone racing, and electronic gaming. There will also be meeting rooms, skyboxes for performing arts events. In combination this is larger than the project three events center and more versatile. A performing arts event would seat around 6,000 people and could also accommodate basketball, youth and collegiate sports. There is not a facility in this market that can accommodate these uses. The maximum group that can be accommodated today is about 350 persons. When the casinos were constructed, they were not constructed to accommodate group business, they were constructed to accommodate player development activities. The economic impact of this is profound. We are one of those alpine resorts that has a larger summer season than winter season. We have devastating shoulder seasons in the spring and fall, and midweek in the winter. We don't need an event center to bring business to this market in the summer. The attendance cap for the facility is 2,500 in the summer. The economic impact from this facility on an annualize basis could be \$30 to \$60 million dollars per year. There could be up to 130 events with the vast majority being groups from 350 to 1,200. The construction labor impact is significant with about 800 jobs. Douglas County has lost over \$1 million dollars of revenue because its contraction of assessed value that would be reclaimed. There would be 200 to 400 part time jobs. We are a tourist destination with a large service worker industry. Every spring and fall many people have their hours cut because there's not enough business. This facility has the opportunity to provide the kind of employment gains for an existing workforce that struggles during those off peak times. They also have a \$10 million dollar private land contribution to help support this facility.

Part of the project description for this project is to create seasonal free and frequent microtransit system that would operate from the tourist bed base in California near the Beach Retreat and bring people from the core to Round Hill Pines Beach. That is the most heavily traversed area where there's the greatest need to move people. When they formulated the plan, they felt that they could generate about \$250,000 per year in subsidy to create this free system. Although, the system identified and analyzed in the environmental assessment contemplated a \$250,000 budget. They feel they can deliver a minimum of \$400,000 so that the level of service will be higher than anticipated and perhaps the service area could be broader. They'll continue to work with TRPA and stakeholder to see what can be done before the next few hearings. The project will eliminate 468 parking spaces and replace it with clean run off which will be a positive impact to the Stateline Stormwater Association which treats the

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stormwater in the core. A paid parking program will also be implemented that will be dynamic in terms of pricing and seasonality and will hopefully change people's behavior to use the free microtransit system. This would be an app based system. With those benefits, they forecast a reduction in VMT and therefore a benefit to air quality as well.

Microtransit has been pioneered by a company called Downtowner. In a case study in Squaw Valley who implemented this free and frequent microtransit system last year and had 81,000 riders. Visitation to the resort increased by 15 percent and the year prior they were parked out 40 days and with this system they were only parked out six days and reduced vehicle trips by 20,000. Aspen, Colorado had a similar experience with this. The need for this facility is not new, it's a need that's been identified and permitted and approved by the board with the project three approval. While that was 100,000 feet, this facility is larger at 138,000 feet. They didn't have any operating covenants to restrict attendance on the project three facility, here we have operating covenants. There's concern that TRPA doesn't want to be the police to have to shut people down because they violated the capacity. The Tahoe Douglas Visitors Authority will issue a request for proposal to national operator of these types of facilities. There'll be a contract which will require the operator to honor these covenants and will have penalties if they don't. They will not violate this 2,500 person restriction whether that's by deed restriction, contract, or penalty. Project three had a transportation component that was a contribution of \$10,000 per year to the coordinated transit system. Here it will be \$400,000 per year or more. If we're going to be successful with transit at the south shore, fair base transit is not going to generate the ridership that a free system is. It will take free and frequent to change people's behavior and this is the catalyst to make that happen.

Hotel occupancy in the core during the shoulder season is 56.2 percent and in the summer it's 88 percent. When you cross the stateline to California the shoulder season occupancy in the City of South Lake Tahoe is 26 percent. There's an oversupply of tired product in California and the better California properties are operating at a higher level. That's when people's hours are cut and they're looking for work and is then when the need exist.

This will be paid for by tax increment financing through the redevelopment area (RDA) in Douglas County. One percent of the lodging license fee which flows to the Tahoe Douglas Visitors Authority would be pledged for bonds and the balance would be made up by what was recently adopted by the State of Nevada; the \$5.00 per night, room night surcharge. That would generate sufficient revenue to construct the facility.

In a perfect world we would have been before you several months ago. The level of environmental analysis has generated an understandable request for a peer review. These things take time, money, and can delay the process. They hope to come back to the Governing Board in January with the release of the updated environmental assessment with a peer review for a more in depth discussion, and then return to the board in February for a decision. A favorable decision would enable them to issue bonds to construct this facility in April of 2020. Construction would start May 1, 2020 with an 18-month build and would be open for business in January 2022.

Had the Main Street Management Plan as part of the US Highway Revitalization Project deliverable been completed, perhaps this conversation would have been a little better defined. It's important for the events center project to harmonize with the Main Street Management Plan deliverables which includes a transit circulator and parking management. We need to get creative to see how we can adaptively address these issues. This type of redevelopment from

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the event center can be a catalyst for further redevelopment on the Nevada side. They would like to achieve a seamless destination between California and Nevada that compliments one another.

Mr. Nielsen said the project application for the events center was submitted in November 2017. The review of the application showed that the project conforms to code issues such as permissible uses, land coverage, height. Primary issues are centered around potential impacts which are evaluated in an environmental assessment. The environmental assessment will assess whether the project may proceed without preparation of a full environmental impact statement which is the next level of environmental documentation if all potential impacts can be determined to not be significant. The environmental assessment analyzes impacts to all environmental threshold areas and identifies impacts to traffic, groundwater interception, and scenic quality as the primary project issues. The interception of groundwater will occur as a result of this project. A 25-foot deep excavation is required at the south end of the building to establish a finish grade that will enable vehicles delivering equipment to access the back of the building and deliver equipment at the lowest floor level which is critical to the function of the building. Groundwater will be intercepted during construction and over the long term. Over the life of the project there will be a need to manage groundwater. Dewatering will occur offsite during construction and onsite over the life of the building. During construction groundwater will be intercepted by groundwater interception wells installed above the area of excavation and pumped across the street to the meadow where it will be discharged via sprinklers and allowed to infiltrate as opposed to leaving the site as surface flow. Over the life of the building groundwater will be captured and directed to an underground filtration chamber.

The scenic quality analysis in the environmental assessment includes visual simulations from a number of viewpoints as well as a massing study of the proposed building. The environmental assessment evaluates impacts to viewshed including view blockage of ridgelines, a bulk and mass study, and an analysis of the architecture, the landscaping, and the pedestrian improvements, etc. As a result, the environmental assessment identifies no impacts to scenic quality. They anticipate that there will be an incremental improvement to the applicable threshold ratings because of the improvement of the built environment representing the replacement of close to 500 space parking lot.

The traffic impacts are the most significant issue. In order to proceed with an environmental assessment as opposed to an environmental impact assessment, traffic impacts must be mitigated to a less than significant level. They know that the event center will result in an increase in vehicle trips and vehicle miles traveled. The applicant has proposed a mix of event center capacity limitations between June and September. Paid parking requirements and microtransit service to achieve a reduction in trips and vehicle miles traveled. The traffic analysis is being subject to peer review. To validate the assumptions in the traffic analysis regarding the effects of paid parking and microtransit, TRPA staff retained a transportation consulting firm to conduct a peer review of the traffic analysis which concludes certain reductions in traffic based on the implementation of paid parking and microtransit.

They anticipate including conditions of approval that address the traffic reduction measures that may include addressing seating capacity limitations by requiring the permittee to record a TRPA approved deed restriction limiting venue capacity in perpetuity. Ensuring that traffic reductions are achieved over the long term the applicant will have to submit parking agreements that are consistent with the main street parking management plan objectives and planning efforts underway. It will require ongoing coordination with the main street management plan transit

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circulator efforts. They're also looking at requiring post project traffic monitoring and adaptive management to ensure traffic reduction performance measures are achieved so they can validate if this project is approved, that the traffic reduction projections are accurate.

A key element in completing the environmental assessment was to ensure that project mitigations and conditions are clearly written, effective at reducing impacts, and enforceable over the long term.

Staff will return in January with a draft document for discussion and input from the board and public. After addressing the comments, they hope to return in February for action.

Presentation can be found at:

[Agenda-Item-No.-VIII.B-Events-Center-Presentation](#)

Board Comments & Questions

Ms. Aldean asked for additional information on the circulator. Is it demand responsive and what is the coverage area? As she's mentioned before and discussed with Mr. Feldman, there is the need for a central parking area. She asked based on the traffic study, where are the trips likely to originate from.

Mr. Feldman said the proposal is to have a minimum of two vehicles that would be on a deviated route system that would run from the heart of the bed base on the western edge near the Beach Retreat in the Al Tahoe Bijou area of South Lake Tahoe through Pioneer Trail and Ski Run Boulevard to the core and from the core to potentially Round Hill Pines. As originally forecasted with a \$250,000 budget, it was based on 30 minute headways with two vehicles operating. It would also have an app based deviated route. It would not provide transportation from Carson City or Meyers. It would be core based where the most intense lodging and recreation opportunities exist. The opportunity to have some satellite parking has not been analyzed in the environmental document. During public comment, there may be some comments about opportunities for that.

Ms. Aldean asked if the deviated route would apply just during the height of the tourist season and would the route be any different during the off season where they may have to reach out to other areas to encourage the use of transit.

Mr. Feldman said there's the aspirational goal and the project deliverable. The project deliverable is to create a system for primetime; mid-June through Labor Day. That's what was analyzed in the environmental document. They want to collaborate on expanding that to be a 12-month system, but they have to start somewhere. If they can't make a free system work, they would probably have to think about something else. He believes that a free system will work.

Ms. Aldean asked if the environmental assessment will include more detail on the economics of this. There are sources of funding for bond payments and asked if the \$400,000 for the transit system is coming out revenues.

Mr. Feldman said part of the Tahoe Douglas Visitors Authority Act requires one percent of Douglas County transient occupancy tax to be delivered to the Tahoe Douglas Transportation

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District. The Tahoe Douglas Transportation District has been using a good part of its resources to retire bond debt on the parking structure opposite the Douglas County Administration building. They're cautiously optimistic because it's a life or death situation for them that the Douglas County Board of Commissioners is going to allocate one half of that one percent to this transit system. That is the source of the \$400,000. That source will escalate overtime as room rates increase and hope the shoulder season occupancy will increase with the event center and that will further drive the transient occupancy tax and the budget for transit.

Ms. Aldean said in the economics of the deal, theoretically there will be adequate money generated by the use of the facility to support its maintenance and keep the building operating.

Mr. Feldman said people don't construct event centers to make money from them. It could operate at a loss and be a huge success. They expect that it will start at a loss but over time, the forecast is that it will break even and potentially make some money. The economic magic is to the rest of the community, not as an independent profit center.

Ms. Aldean said taxpayers are a little leery of being saddled with something that is aspirational. It's a beautiful project but there needs to be a contingency plan. The taxpayer is ultimately on the hook if the event center doesn't generate sufficient revenue.

Mr. Feldman said the Tahoe Douglas Visitors Authority has budgeted for the operation of the facility.

Mr. Lawrence said at the end of the day regarding environmental impacts and the environmental review there will be a lot of discussion on the traffic. A free circulator is great opportunity to do something. With the paid parking there is the assumptions that paid parking reduces trips because people don't want to take multiple vehicles to an event and pay for parking. That makes sense. He's previously seen with paid parking that it can be an extreme motivator particularly where parking is limited. As the project moves forward, it's important in the context of Tahoe and this project to be able to articulate in the analysis whatever the assumptions are regarding the VMT reduction with the paid parking, it needs to demonstrate how the analysis was Tahoe specific as opposed to a general nationwide industry standard.

Mr. Feldman agreed and said that is a tough order. They'll do everything they can to make sure it's the best they can deliver. They're doing something that hasn't been done Tahoe specific. There are other resorts that have success with paid parking and microtransit. They'll have data available to make the best analysis possible recognizing that there's no where in Tahoe to compare.

Mr. Lawrence said those examples such as Aspen, Colorado is what he's referring to when he said Tahoe specific. That the analysis is based on mountain communities as opposed to industry standards that might be applied to a different type of area. The more that we can be clear and articulate about the traffic the more it will help the decision making process.

Mr. Nielsen said the analysis does include a general reduction for paid parking. Then there are local factors that are considered which doesn't have a lot of data about local factors. It does include an adjustment for local factors. The peer review said that needed some additional refinement.

Mr. Shute said as co-chair of the stakeholder group doing the Main Street Management Plan,

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they could be done in a few months. And the fact that they won't be is not because of their work.

Mr. Feldman said he wasn't suggesting anything other than it's a collaborative process and it takes time.

Mr. Shute said the key for him on this project is offsetting the VMT. There will be people coming in the shoulder seasons that wouldn't be here otherwise and that will generate traffic. The link there is the Main Street Management Plan and the parking management plan that are not done. For example, coordinating transit may be that the parking management plan and what comes up with the Main Street Management Plan will call for some different concept or variation on what is being proposed. Then they'll have to write the condition so it will be flexible enough to hold them to a minimum standard but maybe go to something else if that is approved in their plan when it gets adopted. The Main Street Management Plan working group has been told by people that they won't go to the restaurants or the movies in the core because they don't want to pay for parking. Perhaps we're generating VMT inadvertently by the parking fee. It's also been suggested that if there was a free parking area linked to the availability of transit then you could get people to park there and get on transit. Tying down paid parking in perpetuity all over the place without considering that option, is an issue for him.

Mr. Feldman said their market is land starved that when you talk about satellite parking, you might as well talk about placing it on a satellite. It's hard to find a place to commandeer acres for a car park. That's not to say that they can't be creative and come up with solutions. Being fundamentally built out and an area where 90 percent of the land is in public ownership, there are challenges.

Ms. Aldean said she agreed with Mr. Shute and is concerned that paid parking could be a substantial deterrent to people. It would be short sided of us to do anything in perpetuity. There needs to be an adaptive management element to these conditions that will allow us to revisit these issues as time goes by.

Ms. Novasel said there is a misnomer in that when it was said that California gaming was one of the leading causes for the issue of Nevada gaming, it's not California gaming, rather it's the Indian gaming. California doesn't receive a lot of the profits from and therefore it has been a big stress in El Dorado County because of Indian gaming. On the California side of the south shore, El Dorado County has a health department, a law enforcement center, and many other systems that are dependent upon a good economy to be able to provide their services. One of the bigger impacts of this is the idea of having steady employment year round which many of them are from the California side. She likes the idea of being able to integrate the free and frequent transit with the housing and transportation needs.

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Senator Settelmeyer, Senate District 17 representing Douglas, Lyon, Storey, and Churchill counties said this bill started out through an interim committee for the review and oversight of the Tahoe Regional Planning Agency and Marlette Lake Water system. In that respect, different discussions came forward on the agenda and a bill draft came out that way. It is a bi-partisan committee but also passed the senate unanimously. After hearing the presentation from different individuals talking about the transit, the environmental aspects, dealing with the sediment, and that most of the funding was going to come from the concept of the \$5.00 per

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room tax along with the jobs it would create. Whether it was the ongoing jobs through the event center or even the temporary jobs. It was an interesting aspect to have himself and the former head of the ALF-CIO, Danny Thompson at the chair at the same time testifying for this. Considering that all the construction jobs will be multi-level therefore, automatically union. Things have changed in Tahoe, since the time frame in 1988, the Indian gaming regulatory act came about. For the State of Nevada over that time frame, if you look at 1986 gaming statewide from Tahoe represented 7.7 percent of the gaming take. Currently, that's 1.9 percent. That's not coming back, and we have to change how we do things. We need to find ways to get people out in nature a little more. The next generation tends to play with the technology more. The concept that we have to aim for is to get people out and help them recreate and enjoy the outdoors. Once we bring people to Tahoe, then Tahoe will sell itself. He urged the board to try and support this project.

Mr. Lawrence agreed that Tahoe sells itself. One of the ongoing challenges that they've had is how to get people to one location at Tahoe and then how do we move them around without creating more traffic. This is a long ongoing item. There's been redevelopment projects on the California side, the Gondola, the year round recreation at Heavenly, the revitalization project and main street are one more component of making that stateline on the California and Nevada side a destination where you can do everything. At the end of the day, we'll have to see what the traffic analysis looks like.

Senator Settlemeyer said the Tahoe experience is very important. When he was young, it was skiing. It's changed and this is a good opportunity.

Mr. Rice said many of them in Douglas County realize how critical this is to the health of their county. The funds that are coming off of the hill are dwindling. At some point, it's going to impact the valley. This event center is going to be critical to the economic health of all of Douglas County. He'll do everything he can to ensure that they don't do anything to impact the environment but at the same time, we need to have this project go forward.

Senator Settlemeyer said in 1986, 70 percent of the property taxes in Douglas County were generated at Lake Tahoe. Now it's 36 percent. The district lines have changed and with redistricting coming up, it will happen again.

Mr. Bruce thanked Senator Settlemeyer for all his work at the legislature for helping make the project happen from the legislative point of view and bringing the people together.

Lisa Deleon, Destination Tahoe Meetings & Events said the event center offers the community an opportunity to increase off season and mid-week occupancy through conferences and trade shows that generate money into many different areas of the economy. Conventions don't just bring money to the casinos, money goes to local activities, tour providers, restaurants, small businesses, etc. It would provide additional hours for hospitality and professionals in this town. Any opportunity to provide a more consistent income stream to the local workforce has to be viewed as a positive. The peak time for meetings and conventions is September through early December and March through May. The casinos don't have enough meeting space to accommodate a large program. This will put south Tahoe on the map as a viable destination for large meetings and trade shows. The minimum square footage needed for 1,000 trade show booths is 20,000 square feet. Group business means less vehicles.

Corinna Osborne, Edgewood said Edgewood is no different than any other property in Lake

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Tahoe. They also experience declines in occupancy spring, fall, and mid-week during the winter. When they don't have economic stability during these times, it results in having to make changes in how they do business such as limiting their services which impact the workforce. As a result of these declines, it effects the workforce and creates major challenges in retention. These challenges would be mitigated with the proposed event center. Edgewood's commitment to this project is evident when their board agreed to donate the land for the construction and operation of the event center to facilitate implementation of this transformative project. Edgewood has a devotion to the community to help achieve stability for our destination and workforce. They also support the microtransit component of the event center and believe a free user friendly transit system would garner support from both public and private sectors to grow the system over time. Edgewood is a partner in the Stateline Regional Stormwater Association, and not only will the event center provide economic stability, it will also reduce sediment loading to the stormwater system and contributing to the total maximum daily load reduction goals.

Luca Genasi, Aleworx said if this project is done properly it can curb a lot of the seasonality ebbs and flows. This project is exciting for the community from an economic standpoint.

Tom Fortune, Heavenly Resort said this project is a game changer. He said they also see times when they could use more customers mid-week, shoulder weekends, etc. The event center will bring those events during those periods of time to help all the ski resorts grow their business. Heavenly now has employees in the winter and summer. They still have problems keeping those employee's year round. This community could enhance its reputation and service if they could keep year round professional service employees on without cycling them in and out. Heavenly has an opportunity to participate in the microtransit. The resort has four portals where guests access the mountain, three go largely unused much of the year. He urged the support of the project.

John Cahill, Hard Rock said he urged the board's consideration for support for the events center. It's crucial to repositioning the stateline hospitality industry in a manner that's going to be beneficial to all of South Lake Tahoe. Stateline's once robust economy which employed 10,000 people year round who resided in both Nevada and California has been drastically impacted by the development over the last 20 years of the \$7 billion dollar Indian Gaming industry in California. It's been long recognized the need to reposition stateline as a destination that is not dependent on gaming. A majority of guests who go to the Hardrock are not here to gamble, they're coming here for the unique experience Lake Tahoe provides. Through October 2019, Hardrock hosted 82 marketing events, attended by 9,676 people and hosted 177 group meetings attended by 60,658 guests. The majority of those attendees arrive at the Hardrock by bus. We need the event center to grow the next tier of the group sales market.

Scott McCoubrey, Stateline, Nevada resident said South Lake Tahoe has been in the survive mode for the past two plus decades and is now having a difficult time attracting new generations of vacation families, outdoor activity enthusiasts, and gaming customers who prefer more modern and upscale entertainment and convention venues. We're left with 40 percent lower tax revenues compared to 20 years ago. There's decreased property values, aging infrastructure, antiquated casinos and motels, outdated corridors and exteriors. There's a lack of workforce, affordable housing, loss of 7,000 local jobs, declining visitor experience, lack of employment opportunities during shoulder seasons and loss of small businesses tied to economy and housing. South Lake Tahoe will always have its beauty, charm, and captivating splendor but it won't be able to maintain or sustain the number of annual visitors if change

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doesn't take place. There's been upgrades to the community that have brightened up the surroundings such as the outdoor concert series, Edgewood's lodge, and the Heavenly Village. We must continue with the construction of an event center to allow South Lake Tahoe to thrive.

Jenay Aiksnoras, Lake Tahoe Yoga and Stateline resident said there's been many changes that have affected our community. As a small business owner, she now struggles during every shoulder season and burns the candle at both ends during the summer. This event center provides an opportunity for the community to be influenced by change that's beneficial and long lasting. The event center will help us to become a better place to visit and reduce the challenges we all face in this tourism driven economy by offering opportunities to stay and play year round. The event center will be a valued addition that will provide long lasting benefits for our community here at the lake and Douglas County.

Jan Vandermade, Carson Valley Visitors Authority said he's had extensive exposure to the redevelopment initiatives at the lake. On behalf of the many tourism based businesses within Carson Valley, he said the negative economic trends at the lake are well documented and were further supported in today's comments. It is through development projects such as these that the destination continues to preserve what is so special to all of us. The Edgewood and Tahoe Beach Club equally demonstrate responsible development at Lake Tahoe. The end results from a successful event center will directly benefit businesses and economic health county wide. There'll be direct impacts from vibrant activity at the lake. A long term vision was created for this community from the very early stages of redevelopment. It's time to set the tone in and around the casino core area. The steps taken to improve transportation to preserve lake quality, to stimulate economic diversification to demonstrate responsible planning continues. The Carson Valley Visitors Authority urged the board to consider the tremendous benefits and approve the project.

Rick Kozuback, International Coliseums Company, consultant to the Tahoe Douglas Visitors Authority said since he's been in the business since 1995 most of us wish we wouldn't have to pay for parking. Regardless of where we are most of the time there's a charge for parking and it doesn't deter the customer from going to an event. They hope that the distribution of parking throughout the area will allow people to come to an event, they stay there, they'll walk to the facility and downtown. The number of times there will be all 6,000 seats filled will probably be very few. They looked at what the facility might want to do in five years and ten years. They looked at the flexibility of this building and it will do a lot of different things such as youth sports, high school championships, concerts, conventions, etc. The charge on the parking will probably be the least of the issues.

Stacy Noyes, Lakeside Inn & Casino said overtime she's watched the decline in the market and gaming specifically. Many people have moved away from the area because they cannot find full time employment. The decline in the school enrollment on the Nevada side tells the story for us. The event center would infuse the market with energy and opportunities to allow for them to employ more people full time and year round. Lakeside Inn employees 181 employees of which 53 are part time. In 2007, they had 311 employees which 38 were part time. Transit has been an issue for a long time. The event center will be a catalyst for Lakeside Inn to be able to afford and contribute meaningfully to a larger year round, more reliable, free and frequent transit. The event center is a game changer for the tourism market, the families, schools, the economy, and the environment for Tahoe.

Joe Stewart, Sierra Con General Contractor said they've partnered with Core Construction and

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have been selected to be the construction manager at risk, general contractor on the event center. Preconstruction services are going on now. He's seen the change in the town. He's vested here as a general contractor and community member. He's seen how many projects he's been involved in have made major changes in the environment and economically. The event center will be a major game changer for the community. There'll be 800 construction jobs and many of those go to local people. The construction workers who come from out of town stay at the local motels, eat at the restaurants and contribute to the economy as well. This will also be shoulder season boost. As the construction manager at risk they took a trip to Dodge City, Kansas where they had a similar facility. It's a small remote town and this facility is very successful. It's a great example of build it and they will come.

Sue Barton on behalf of Bill Chernock, Carson Valley Chamber of Commerce said on behalf of the Carson Valley Chamber of Commerce please except these comments in support of the Tahoe Douglas Visitors Authority's Tahoe South Event Center Project. The need to revitalize the Nevada side of the south shore and its tourism product has been recognized for decades. The effects of the decline in tourism have been made tangible in the loss of jobs, gaming revenue, and property tax values. These effects are felt in both the lake portion and valley of Douglas County. The event center project provides a clear path to a reversal of these trends. Recognizing the changing desires of the traveler and providing a way to meet these new desires. Tomorrow's traveler demands the type of project proposed. One's who aesthetics work not just with its neighbors to the west but also with the natural setting. Every bit as important as the economic justifications for the project are the improvements in transportation and the measures that will be taken to preserve lake quality. It is a project of a type that is rarely seen. One that has the potential to transform a significant part of Lake Tahoe for the better and to do so for generations to come. Others will provide more detail of the many benefits at today's meeting and future meetings. They urge the board to view these benefits as worthy of the support of the agency and its goals by supporting the event center project.

John Packer, Harrah's and Harvey's said for over 40 years working at Harrah's he's always been aware of the infamous shoulder seasons with cutbacks and layoffs. The event center will help create dependable year round employment for people and helps support businesses throughout Douglas County and South Lake Tahoe. It will also be an enhancement to the ability to have a wide variety of events something the casinos have not been able to do on a consistent basis. Harrah's and Harvey's support the event center as a much needed year round attraction to be more economically competitive as gaming alone is no longer the primary economic engine sustaining the County on the south shore.

Todd Poth, local resident and business owner said his company works with over 100 different lodging properties with a large majority in the Tahoe basin. He also represents and works with 85 to 90 businesses with a lot of them in the basin. These people cannot take off during the day to attend these meetings and tell you how important this project is. The peaks and valleys of the traffic and people cause the majority of the problems. How do you create a year round transit when half the time it's overflowed, and no one can get use it and other times it's empty. This is a project that addresses these problems directly. It's a great project and he's in support of it.

Carol Chaplin, Tahoe Douglas Visitors Authority said this event center is about our community. It's about jobs, visitation, reinvention, and vitality. There's no community space that can accommodate growth. The event center will allow their soroptimist club to increase their annual event to 2,000 people and double the revenues. The scholarships that they provide would bump to \$2,000 and can go to 15 recipients instead of five. It's not just about visitors and increasing

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visitors. This event center will be a gathering place, an educational place, entertainment place, and a place that replaces what we lost long ago; gaming and economy. This board has the responsibility to ensure that this project is fully vetted, meets the shared environmental goals, and is a beneficial addition to the built environment. TRPA staff has the same mission. They are committed to delivering a project that passes the smell test on every level. They're working with TRPA staff to provide answers and assurances. If we don't have those today, they'll have them at the next meeting. She represents a large constituency that is like minded and sees the event center as their future.

Jerry Bindel, Forest Suites Resort said on behalf of the Forest Suites owners. The Robertson Williams families have owned Forest Suites at Stateline since 1965. They've seen much change on the south shore. One of most successful changes they've experienced is the positive impacts of the Heavenly Village on the California side of Stateline. The Heavenly Village has become a destination into itself. With world class restaurants, shops, gondola, mountain access, and entertainment. The village has allowed their guests and others in the tourist core area to stay out of their vehicles during their time in Tahoe. Many guests have expressed that it was nice to park their car and leave it for the duration of their stay in the core. A more recent addition of Van Sickle Bi-State Park has additionally allowed access to hiking and lake views again without the need for a vehicle. Business in the off season continues to suffer and a challenge. Inconsistent snow conditions are difficult and driving conditions can stop business that's progressing. Owning a business and a desire to continue to fund upgrades for capital and for facilities that will affect guests experience and the environment are challenging in a seasonal business model. Rarely, is an opportunity presented that will directly and positively affect the community such as the event center project. There'll be a more stable year round environment, year round employment will increase, and more capital will be available to be reinvested in facilities and environmental upgrades. In order to continue to decrease vehicle traffic, once the visitors arrive in the basin, a new transit service is also in this proposal. The transit service will have exciting improvements and the adaptive management is the way that the tourism district on the California side sees this progressing. They would like the transit to start with just the core and with business funding assisting they can expand and improve that service to go as far as Emerald Bay and the beaches. They encourage everyone not to let this moment pass for the betterment of the south shore community.

Bill Cottrell, Lake Tahoe Resort Hotel said he's seen a lot of changes since he started there in 1990. That year there were approximately 20 to 25 shared programs throughout the casino core. That's down to two programs this past year. This is one way to get a lot of that business back to Tahoe. His property was the first one to kick off the redevelopment program for the south shore. The ownership and Lake Tahoe Resort team is behind this project and asked for its support.

Jude Wood, Boys and Girls Club of Lake Tahoe said when she first joined the club over five years ago, there were approximately 88 percent of the members that were on free or reduced school meals. They are now down to about 58 percent. There are about 50 percent of those members living below the poverty line. Kudos to Vail and Heavenly because when they started operating in the summer, they saw a dramatic decrease in the number of scholarships that were applied for at the club. There is still a huge issue in the community with families that can't get by even working multiple jobs. We need to have economic development in this town.

Nicole Marsel, Boys and Girls Club said many families are affected by the lack of jobs or not having enough hours to make ends meet. It would be a beneficial impact to have a larger space

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for more people to come. Build it and they will come. Building the event center gives people like herself more chances to hold their events. She supported the event center project.

Heidi Hill Drum, Tahoe Prosperity Center said a recent study commissioned by the TPC provided much insight to the fragility of our economy. This job insecurity issue is also related to the high housing costs. More than half of homes in Douglas County are owned by second homeowners and not by full time residents. Only ten percent of the east shore residents qualify to buy a median priced home in Douglas County. The costs to retrain a minimum wage employee costs the business \$3,000. For middle management of a \$40,000 to \$60,000 salary, the costs to the business is \$8,000. This could create between 250 to 400 full time jobs. We need well paid jobs and housing. This project will have positive community benefits, economic benefits with tax revenue to the county and region, and environmental improvements of transit and the stormwater runoff. They support the project moving forward.

Steve Teshara, South Shore Transportation Management Association said the TMA has been serving the community on the south shore since 1994. They've been part of advocating for transit, community mobility, seeking funding for capital and other projects in the transportation arena. Currently, they are gearing up to expand their board and to be a part of facilitating the private sector involvement in the microtransit. He said that transit is an important part of what needs to be done on the south shore both for the US Highway 50 project and the event center. It's the catalyst to get the business community and the nonprofit community into facilitating the microtransit and expanding it from the core area to the outer regions of the community. The TMA is gearing up to add more resorts, lodging properties, small businesses, the health care industry, higher education, nonprofits including the League to Save Lake Tahoe, mobility advocates, and social service advocates. They'll be putting together a robust team to encourage the community to help support the microtransit. They urge the support of this project.

Gavin Feiger, League to Save Lake Tahoe said they've heard a lot of comments today about economics. With a six page staff report it's hard for them to gauge the environmental impacts of this project. They don't have a stance yet but are looking forward to seeing the traffic analysis and the assumptions that went into that along with the peer review. This could be the largest project built in Tahoe in the planning horizon of the Regional Plan. It needs to be a shining example of the Regional Plan implementation. There's some great stuff they've seen in the brief materials but looking forward to seeing that environmental analysis and a more extensive analysis depending on what that comes out with.

Zach Thomas, Tahoe Transportation District said the TTD is in the process of on boarding a technical consultant for that process. They'll be working with a variety of stakeholders including the main street stakeholder group, and the project proponent for the event center.

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Ms. Laine said the City of South Lake Tahoe always contemplated and recognized the need for a convention center. They included that such facility in the development that fell apart around the same time the economy fell apart in 2008. They commend Douglas County for their insightfulness and support and to the Nevada Legislature for their assistance in making sure that there is an adequate funding stream. With their investment on the California side and now possibly the investment on the Nevada side, it's going to help tie those ends together. Having worked with Mr. Feldman on the Heavenly project, all of his visions as to how the Heavenly project would look is true.

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Ms. Gustafson agreed with Ms. Laine's comments. As she looks at the Regional Plan implementation and what we envisioned for building a healthy economy for the town centers was key to that. We've heard a lot of testimony on that today. Those of us in local government understand how important their services are tied directly to that economy. She looks at what they've been able to do in Placer County most recently because of the strength of the economy and providing the free Tahoe Truckee Area Regional Transportation (TART) service. They reinvest when they can and make environmental improvements when they are in the situation to be able to do that. It's important to talk about that triple bottom line and we have to be aware of the environmental impacts. She agreed with Ms. Aldean's comments about making sure that the plan for transportation is adaptive. As we move forward, she's waiting to see those elements that will allow that as well as the comment that was made earlier on the question on contingencies for the financing plan and making sure we're clear on that.

Mr. Wlaschin said he appreciated the comments in that this will have an impact on the transportation requirements in Lake Tahoe. He's hoping to see in the documentation that's put forward information on the potential increase to the demand on short term rentals. He's concerned about the 6,000 seat event center and the possible influx of people who may come to town and stay in vacation rentals. He doesn't expect that an environmental impact statement will come from this event center, but we need to take advantage of this opportunity to consider the second and third order effects. January 2022 will be here sooner than we realize and if the doors are open and we have our board meeting there then suddenly there may be people engaging in a topic that's been discussed here multiple times before.

IX. REPORTS

A. Executive Director Status Report

Ms. Regan said today was the kickoff of a six month campaign to celebrate our 50th anniversary. Next year, TRPA's 50th anniversary coincides with the 50th anniversary of earth day. We'll be having a reception in either April or May following a Governing Board meeting where we'll be inviting former members of the board, staff, and members of the community. She thanked Ms. Aldean for helping TRPA in putting together a proposal to have a Tahoe coin minted. This will be a commemorative piece not only for the agency but be used to possibly raise funds for projects like Tahoe in Depth, Take Care environmental stewardship program partnering with some of the other nonprofits in the area. TRPA will also be updating the strategic plan in 2020. We look forward to 2020 in honoring the past and elevating the future in this anniversary program. One of the items we'll be talking to the board about is TRPA's role in supporting both states in addressing new threats from climate change.

Mr. Hester said in February, staff will bring a presentation where we'll talk about the Compact mandates, environmental scan on what we see as the issues. In March, we'll look back at our accomplishments and will bring a draft of the strategic plan. In April, the goal is to bring the strategic plan for adoption. At TRPA's holiday party, they talked about how staff is a team. He told a story about how John Kennedy was at NASA during the space program before they went to the moon. He went down the wrong hall and ran into the janitor and when he asked the janitor what he was doing, he replied he was on the team going to the moon. We as staff appreciate being able to be a team with the board and what we can accomplish. Our board members do this not for any monetary reasons but rather because they care about the Lake.

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B. General Counsel Status Report

No report.

X. GOVERNING BOARD MEMBER REPORTS

Ms. Aldean said it's mutual. The staff has been delightful to work with. The characters have changed over the years, but everyone leads with their heart. Even in the past when things use to be more contentious than they are today, thankfully that's changed. But even when they were contentious, members of the board and staff liked one another. We may have our disagreements but if you have a fundamental respect for one another you can overcome those disagreements. Even if you have to walk away on opposing sides, never coming to a consensus, at least you feel like you've made the effort and the friendships developed over the years are going to be long lasting. Thank you for all the hard work you do and the heavy lifting. There seems to be a lot of comradery among members of the board and staff and let's hope we can continue to cultivate that in years to come. We need to have a Christmas celebration in July when weather isn't an issue and Christmas is not preoccupying all of us.

Mr. Yeates said he echoed a lot of the comments made and liked Ms. Aldean's idea of a Christmas celebration in July. It would be a cowboy Christmas! He thanked staff for the wonderful first year as chair. He appreciated staff's dedication, the hard work, and the creative work that the staff has supplied. He's grateful for his committee chairs, his colleagues who have taken on the responsibilities to deal with these issues. He enjoys the collegiality and the trust they have in one another as we work through these things. He's most grateful they don't break down into a Nevada or California or a local versus public situation.

Mr. Bruce thanked Mr. Yeates for the amount of time and thought he puts into this. Several times, he's been able to help us get through some difficult processes. He's creative and thoughtful in how to make things happen for both Nevada and California and the local groups.

XI. COMMITTEE REPORTS

A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project

B. Local Government & Housing Committee

Ms. Novasel said the committee met in November and approved seven month housing workplan that will be brought back to the board at a future date. Staff will be bringing back a series of workshops starting in January or February to the full board on housing in a regional context with the goal of developing a TRPA housing action plan.

C. Legal Committee

None.

D. Operations & Governance Committee

None.

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E. Environmental Improvement, Transportation, & Public Outreach Committee

None.

F. Forest Health and Wildfire Committee

None.

G. Regional Plan Implementation Committee

None.

XII. PUBLIC COMMENT

None.

XIII. ADJOURNMENT

Vice Chair Mr. Bruce adjourned the meeting at 3:56 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

Marja Ambler
Clerk to the Board

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

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLAN IMPLEMENTATION COMMITTEE

TRPA
Stateline, NV

December 18, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Shute called the meeting to order at 9:41 a.m.

Members present: Ms. Aldean, Mr. Bruce, Ms. Gustafson for Mr. Sevison, Ms. Laine, Mr. Lawrence, Mr. Shute, Mr. Yeates (by phone)

II. PUBLIC INTEREST COMMENTS

None.

III. APPROVAL OF AGENDA

Mr. Hester said that agenda item number eight will be heard after agenda item number five. Mr. Shute deemed the agenda approved as amended.

IV. APPROVAL OF MINUTES

Ms. Aldean moved approval of the October 23, 2019 minutes.
Motion carried.

V. Item No. 4: Discussion and possible recommendation of Technical amendments to Chapter 2, 21, 30, 37, 50, 51, 53, and 84 of the TRPA Code of Ordinances to clarify existing language and incorporate technical corrections

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said this package consists of technical amendments that are intended to clarify existing language. The amendments effect the Code of Ordinances which is a consolidated set of TRPA ordinances that are designed to implement the Regional Plan. The last major update was done in 2012 as part of the Regional Plan Update. These amendments are intended to address errors, inconsistencies, and to clarify existing provisions. The last technical amendments were approved in April 2019. The proposed technical amendments include 11 individual amendments effecting eight chapters of the Code of Ordinances.

The first category relates to references to area plans. The area plan concept was introduced with the 2012 Regional Plan Update. Over time, area plans will replace the existing plan area statements and community plans. There are five adopted area plans with two more in development. When the Code of Ordinances was revised in 2012, some sections were not updated to reflect the area plan concept. Staff recommended that the language be revised to

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clarify that residential units can be transferred into area plans and to clarify that commercial floor area displaced by a public service use can be transferred into town centers.

The next category has to do with achievable housing. In 2018 the Governing Board adopted the Development Rights Initiative, and this created a new income category for residential bonus units, called “achievable housing.” While most references in the code were updated to recognize the achievable category, a couple were missed. As part of this package, staff is proposing to broaden the references in the Code of Ordinances to residential bonus units to cover all potential income restriction categories.

There are three miscellaneous clarifications. The first is for accessory residential living space. The subsection involves detached living space other than a secondary dwelling. Secondary dwellings include kitchens and can have more than one bathroom are subject to separate provisions in the Code. The provisions in this subsection apply to detached living space on parcels that are ineligible for secondary residences. Staff is proposing to update the subsection to correctly refer to both Subsection 21.3.2 and any adopted area plan in determining whether the parcel is ineligible for secondary dwellings. The reference to area plans is needed as some area plans include substitute secondary residence standards.

The next category relates to building height. Under current code provisions, a structure on a sloping lot can be divided up into three segments for the purposes of calculating height. Staff is proposing a revision to the general standard specifying how height is calculated to recognize that these procedures may be applied to the building as a whole or to individual building segments.

The final miscellaneous clarification relates to buoy fields. Existing language was added to the Code in 2018 as part of the shoreline plan. The code limits buoy field capacity based on the boundaries of the buoy field area. Existing language, however, is awkward and unclear. Staff proposes to reword the language to state that the buoy field is defined by the parcel’s lake frontage and a depth of 300 feet.

The final category are editorial changes. These include one editorial revision to the text, and renumbering of several tables, figures, and graphs to match the numbering scheme in the Code of Ordinances.

The proposal was reviewed by the Advisory Planning Commission in October and unanimously recommended Governing Board approval of staff’s recommendation.

Committee Comments and Questions

Mr. Shute said these proposed amendments come up periodically and are typically ministerial corrections to bring the Code of Ordinances into full compliance with the plan and to correct mistakes that were made in the past such as typos.

Mr. Yeates referred to the statement about the total number of buoys allowed within a buoy field shall not exceed the buoy field capacity. That establishes what is going to be in the buoy field within a 50 foot grid spacing pattern. He asked what happens if there’s grandfathered buoys that are brought into this that would be outside this grid. How does this and the

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upcoming item on how we're addressing the grandfathering of buoys within a buoy field fit together? He doesn't want us to have a bunch of grandfathered buoys that don't fit in what's being described as the capacity of a buoy field.

Mr. Marshall said like with many of our standards, if they are existing buoys that exceed the capacity, they can remain, but they can't expand that capacity if there are already over capacity. If they are grandfathered and over capacity, then they couldn't add anymore new buoys.

Ms. Aldean asked if it was correct that even if they can't meet the spatial requirements in the Code of Ordinance, they're eligible to remain in terms of distance between buoys and observing the required setbacks.

Mr. Marshall said no, they would have to go out further lakeward. They would still have to comply with the location standards because that's Army Corps rules along with other safety requirements.

Ms. Aldean said she's in favor of grandfathering on a philosophical level but it's her understanding that the Code of Ordinances indicates that a buoy field that services an association for example, there cannot be more than one buoy per unit. This would then be an exception to that rule by acknowledging that there may be an overabundance of buoys in relationship to the number of units being served. But we are recognizing them because of their grandfather status?

Mr. Marshall said this agenda item does not include the grandfathering of buoys. There are two ways in which a capacity of a buoy field is limited. One is by the number of units served, even if there's capacity in the buoy field, there may be a limitation by the number of units served. The second is the actual dimensions of the buoy field. It's the lesser of the two that marks the maximum capacity. If it's over with existing buoys, then you could keep what you have but no expansion would be allowed.

Ms. Aldean said then all that is built into the numbers with respect to the total number of moorings.

Mr. Marshall said this change was to clarify the actual mathematics for how to figure the area and the number of buoys within the area. That is all this change is addressing.

Mr. Lawrence asked if the depth of 300 feet is measured from ordinary high water or low water.

Mr. Conger said the parcel boundary projection lines are from low water and presumes that this would fall within that definition.

Ms. Good said buoy field standards for new buoy fields is a floating rectangle. It depends on water depth and the topography of the site. That 300 feet is a capacity, but it also depends on the water levels at the time and where elevation 6,220 falls within that project area.

Mr. Marshall said that's not for new buoy fields but rather looking at additions to existing buoy fields.

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Ms. Good said the standard in the Code of Ordinances states 600 feet from elevation 6,220 and the 300 foot delineation. This is a clarification to the mathematics on how we get to capacity. It's a 300 foot grid spacing by however wide the property is, divided by 50 feet (spacing for buoys) within that 600 feet from elevation 6,220.

Mr. Marshall said one is the calculation of maximum number of buoys in a particular field and the second one is the location where the buoys can be placed. This is not about placement so there's no beginning point of that 300 feet, it's just 300 feet multiplied by the lake frontage gives the rectangle. The location standards in a different provision tell where they can be placed such as how far out and from the starting point.

Presentation can be found at:

[Agenda-Item-No.-4-Technical-Code-Amendments](#)

Public Comments & Questions

None.

Committee Comments and Questions

Ms. Aldean made a motion to recommend approval of the Required Findings, as described in Attachment C, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary.

Motion carried.

Ms. Aldean made a motion to recommend adoption of Ordinance 2019-___, amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment A.

Motion carried.

- VI. Item No. 5: Discussion and possible recommendation of Amendment to Chapter 84 of the TRPA Code of Ordinances regarding permitting of existing buoys in buoy fields

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said today's proposal is an amendment to the Code of Ordinances to help with implementation of the shoreline plan. This amendment deals with the recognition of existing buoys within buoy fields. Buoy permitting is a component of the shoreline plan that was adopted in October 2018. Phase one of the implementation began in March 2019 with the issuing TRPA permits for existing buoys. Phase two will begin in 2020 which involves permitting a limited number of new buoys. Before issuing permits for new moorings in phase two, phase one must be completed by determining the status of existing buoys. The shoreline plan involved comprehensive amendments to the Code of Ordinances and as they implement the plan, issues occasionally arise. When this happens, the shoreline committee is consulted for direction. Often resolving the issue involves amendments to the code which is the case for today's proposal.

During implementation staff noted that there were no provisions in the Code of Ordinances to

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allow TRPA to issue permits for existing buoys that are located within a buoy field. The code does include language for permitting buoys outside of a buoy field such as with a private littoral parcel. This provision sets a limit of three buoys. Absent the necessary code provisions, TRPA is unable to issue permits for these existing buoys. Throughout the shoreline plan process staff has communicated to the public that legally established buoys will be allowed to remain. This was intended to apply both to buoys associated with private parcels as well as buoys within buoy fields. The shoreline plan anticipated that these buoys would be allowed to remain and was factored into the environmental analysis that was done. Under the shoreline plan all buoys both existing and new must be covered by a TRPA permit. As a result, TRPA requires that grandfathered buoys not yet covered under a TRPA permit apply for a permit as part of phase one. To qualify as a grandfather buoy, a buoy must either existed prior to 1972 or have received a state or federal permit release prior to 2018. The shoreline steering committee recommends that the same grandfathering criteria that currently applies to private littoral parcels also apply to buoy fields offshore of a littoral parcel associated with a homeowner's association or a commercial tourist accommodation, marina, or public use. The limit of three buoys would not apply. As part of this proposal, they're adding a new subparagraph E.3 to the subsection that addresses buoy fields specifically.

This proposal was reviewed by the Advisory Planning Commission on December 11 and recommended Governing Board adoption of staff's recommendation. The proposed amendment is scheduled to be heard by the Governing Board today after this committee's consideration.

Mr. Marshall said this is as a result of some last minute issues they had with code when adopting it. There are minutes that demonstrate that they were always talking about grandfathering buoys and buoy fields. During the adoption of the shoreline plan there was the issue with Marla Bay and the permits they had from Nevada State Lands, but they hadn't been placed. They made clear during the adoption hearing that they were going to grandfather those buoys whether they were permitted or were in the Lake and were permitted by State Lands. The way the code was drafted made the grandfathering provision apply only to individual property owners. Because of that limitation of what it applied to, it didn't apply to existing buoy fields and recognizing or grandfathering buoys within existing buoy fields. When it came to the implementation of this first phase of trying to get all buoys that qualified for grandfathering under permit they realized while reviewing the Code of Ordinances that the grandfathering only applied to these private individual littoral parcels, not to buoy fields. Because of where it was located in this three buoy limitation. Staff went back to the shoreline steering committee and recommended that they make express in the code what they had assumed was going to be the case in the adoption hearing and copied over the same grandfathering standards to apply to existing buoys and buoy fields. This is how we got to this point.

Presentation can be found at:

[Agenda-Item-No.-VIII.A-Shorezone-Amendments](#)

Committee Comments & Questions

Mr. Shute said this is almost ministerial, it's carrying out an oversight as the shoreline plan always contemplated this grandfathering.

Ms. Aldean said staff has stated that the shoreline steering committee is not recommending

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language addressing existing buoys associated with non-littoral buoy fields at this time. Regarding the Marla Bay situation, she asked if it was correct that there was a piece of land between the land that is benefiting from that buoy field but is subject to an easement right. Did that fall under the category of non-littoral or how are those situations being treated?

Mr. Marshall said there are an array of conditions on the Lake regarding littoral status of homeowners' associations, buoy fields, and piers. It's not easy to try and figure out littoral status, etc. The first cut is we have only around five buoy fields that cannot be pinned to a littoral parcel. The issue of non-littoral grandfathering is controversial. The shoreline steering committee felt that they wanted to have more time to work on that issue. He's fairly sure that Marla Bay has a homeowner's association parcel out front. So, they have an existing buoy field that it's associated with. Their existing Nevada State Lands permits will be recognized but then if they have capacity because there are not serving the capacity, or their buoy field has capacity then they could add new buoys.

Mr. Yeates referred to the statement of "littoral parcel owner must provide clear evidence." He asked if "clear evidence" was a term we used in other areas. Is it consistent with what we would do outside of the buoy field? He asked if clear evidence was photographs, mapping, etc.?

Mr. Marshall said the word clear is also in the standard for the individual property owner buoys. For example, particularly in recognition of pre 1972 buoys they would be getting aerial photographs that someone said was a buoy and it could have easily been a white cap. This would create endless loops whether or not it's a buoy or white cap from these early aerials. The purpose of adding that word is it needs to be more than just an indistinguishable aerial. The word clear was enough for the planners and the shoreline steering committee that it needed to be more than an aerial that shows a white spot.

Mr. Yeates said he would prefer clear and convincing but will leave it up to staff.

Ms. Laine asked for further information on the letter received from Andy Huckbody in particular to the deadline of September 1, 2018.

Mr. Marshall said this comes directly out of what was done with the individual buoys as well. The assumption was that there was always going to be a cutoff date. The cutoff date was necessary so that there wasn't a particular rush for someone to get an application in and that either Nevada State Lands or California State Lands were being pressured to get a permit out so someone could claim that these were grandfathered buoys because they had a permit. This is a standard approach of grandfathering by putting an end date. It was an end date to receive a permit, not to apply so there wasn't a rush to file applications for essentially would be new buoys with either state lands in order to grandfather those. They supplied the cutoff date for the individual parcel ones and are carrying over that same cutoff date for the buoy fields. The comment from Lakeridge General Improvement District was that they didn't know that since there was no provision for buoy grandfathering, they didn't know that since the date wasn't published, and they didn't know that they had to get a permit by that date. Not that they could have received a permit by that date because that was essentially the date prior to the October adoption from the Governing Board of those rules. You may run into these situations where someone is just on the other side of that grandfathering date and because Lakeridge doesn't have any existing buoys for their homeowner's association, only individual property owners.

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That would have been the only way they could have received a buoy field because no new buoys are allowed. They are interested in trying to advocate on that point. Staff has been in communication with Lakeridge to see if their existing circle of buoys can be construed as an existing field then they may be able to do something with it but that depends on the participation of their lakefront owners. While staff understands that this puts them in a difficult in terms of not being able to qualify because they did apply after September 1, 2018 and did get a permit from Nevada State Lands. They were informed during that process that even though they received a permit that they would most likely not be able to qualify for these buoys or for a new buoy field.

Ms. Laine said she understood it to be that if you were organized prior to 1972 or.....

Mr. Marshall said the reason why 1972 is relevant is because what we were trying to do is grandfather buoys that had some legal status. If you're prior to 1972 and you didn't have a permit from anyone, that was a legally existing use, someone didn't need to have a permit at that point. That buoy for all intensive purposes was legally placed at that time. After 1972, the permit requirements started to kick in and that's the reason why if you have a permit, even though someone didn't get a TRPA permit, the grandfathering compromise was that TRPA would recognize that as being enough. If someone received a permit from Nevada or California State Lands or the Army Corps, they would be allowed to be grandfathered.

Ms. Aldean said it was her understanding that when TRPA started permitting buoys, the requirement was not widely disseminated. Now in addition to getting an Army Corps and state lands permit, you also have to get a TRPA permit. That was one of the reasons for the grandfathering because in her opinion there wasn't ample notice by the Agency that this was an additional requirement that buoy owners had to comply with.

Public Comments & Questions

None.

Committee Comments & Questions

Ms. Aldean made a motion to recommend approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary.

Motion carried.

Ms. Aldean made a motion to recommend adoption of Ordinance 2019-___, amending Ordinance 87-9, as previously amended, to amend the Code of Ordinances as shown in Attachment A.

Motion carried.

- VII. Item No. 6: Discussion and possible direction on the Draft City of South Lake Tahoe Tourist Core Area Plan Amendment for Ski Run/Pioneer

Ms. Fink said this is an informational item on an amendment to the Tourist Core Area Plan. There's a focus on trying to find ways to address the shortage of work force housing in the

Tahoe basin. This amendment provides additional opportunities for workforce housing. The focus is on amending three parcels that are adjacent to the Tourist Core Area Plan. This will allow them to get the needed height, coverage, and density so workforce housing can pencil in this location that's in close proximity to transit, jobs, and other amenities. These three parcels have been identified as possible locations for housing mitigation for the US Highway 50 revitalization project. The City's intent is to see workforce housing go in this location regardless of the outcome of the US Highway 50 project.

Mr. Hitchcock, City of South Lake Tahoe provided the presentation.

Mr. Hitchcock said TRPA and the City adopted the Tourist Core Area Plan in 2013. This is the second amendment proposed. The Tourist Core Area Plan is located in the center of the city and is the tourist based land use pattern. As part of the plan they adopted they're focusing on mixed use and housing in the area plans and this amendment is moving in that direction to provide housing in close proximity to the service and employment centers. They received an application from the Pacific Development Group to amend the Tourist Core Area Plan, tourist mixed use corridor. This is the spine that runs down Ski Run Boulevard. This would incorporate three parcels into the mixed use corridor. Currently, two of the parcels are developed and one parcel is vacant. The idea is to incorporate these two parcels into the mixed use corridor. These three parcels would be combined with two other parcels that are currently located in the tourist core area plan to develop an affordable housing project. The amendment is being proposed to allow the proposed project to be able to use incentives provided in the tourist core area plan. The density would go from 15 dwelling units per acre up to 25 units per acre. The allowed height would go from 42 to 56 feet, and the coverage would go from 30 to 70 percent which includes a transfer that requires a 2:1 reduction. These incentives are needed in order to make affordable housing, multi-family projects at high density feasible. They looked at the requirements of the area plan and one requirement to amend an area plan is that the parcels have to be surrounded by adjacent existing uses. In this case, they believe that this amendment is consistent with section 13.5.3.g in that the one vacant parcel is surrounded by existing development.

This site is a good location for high density housing and is close to the tourist core area plan, existing employment centers, and a fixed transit route that runs from the Y transit center as well as the Stateline and Kingsbury transit center. There's also a seasonal route that runs along Ski Run Boulevard to Heavenly Ski Resort California base.

They conducted a public information meeting in November 2019. Although, they notified everyone within 300 feet, newspaper notices, there were only about 5 or 6 people who attended. One person was not against the project but was interested in seeing the design when it moved forward. They're proposing to circulate the initial study and the initial environmental checklist next week and then the item will go to the City Planning Commission in February, the City Council in March, and requested adoption by TRPA Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board in March and April of 2020. If the amendment is approved, the applicant will be required to submit a design that will require review and approval by the City's Planning Commission. If the project is less than 50,000 square feet of new floor area, it would be reviewed under the memorandum of understanding by the City. If it's over 50,000 square feet, then it will require two permits; one from the City of South Lake Tahoe and one from TRPA. At this time, they have not received an application for a permit, so they don't have conceptual site plans. They do have other example projects in the basin that

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this project would look like which is the Aspens at South Lake Tahoe. The Aspens is 56 units, 55 units are deed restricted, 2 are affordable, and 1 is deed restricted moderate. They are two and three story buildings and includes onsite amenities. Currently, the Aspens has a two to three year wait list to get into this property. The proposed project could potentially accommodate 77 units on the five parcels.

There have been changes to California laws related to housing that has put a lot of pressure on the City to meet their housing targets, in particularly the regional housing needs allocation numbers that are provided to them every housing cycle. They're currently in the fifth cycle and their gap is 99 for very low to moderate income. In the sixth cycle that starts in December 2021, they've been allocated an additional 162 units that they have to meet. To meet their numbers, it includes looking at sites to rezone in order to accommodate higher density housing and multi-family housing.

Presentation can be found at:

[Agenda-Item-No.-6-CSLT-Tourist-Core-Area-Plan-Amendment-Pioneer Ski-Run-Affordable-Housing](#)

Committee Comments & Questions

Ms. Aldean asked if it was correct that 56 feet in height is approximately four stories.

Mr. Hitchcock said yes, that is correct.

Ms. Aldean asked if the buildings would be below the forest canopy.

Mr. Hitchcock said yes, that is correct. The conifer trees in that area exceed 100 feet in height. As part of the Tourist Core Area Plan there are standards that require stair stepping of structures, so it reduces the bulk and mass, so it doesn't have impacts on adjacent residences. It also requires development to be below the tree line. As part of the environmental analysis, they'll be looking at the bulk and mass issue.

Ms. Aldean asked if the owners of the two cabins are willing to sell.

Mr. Hitchcock said the Pacific Development Group owns all three parcels.

Mr. Shute suggested that the staff report have a distinction between an area plan amendment that includes a change in the town center boundary.

Public Comments & Questions

Lew Feldman on behalf of the Pacific Development Group said this is an unusual affordable housing project in that the developer has already acquired the land and has entered into a memorandum of understanding with the City of South Lake Tahoe and the Tahoe Transportation District. These projects are complex in terms of funding, process, and competition for tax credits and funds. It's on a fast track before the City and TRPA. This is win win and whether or not the US Highway 50 project proceeds, the housing is vital important to the region and city.

Steve Teshara, Lake Tahoe South Shore Chamber of Commerce said the parcels that are subject to this revision are centrally located and are on a major transit line. Pioneer Trail is subject to receiving some streetscape improvements. Currently, there are sidewalks and streetscape about halfway to Ski Run Boulevard and the City has approved a project to extend that to Ski Run Boulevard. These parcels are located near the Aspens which are one of the newer and nicest affordable deed restricted projects within the City. Over the years, the City has done a good job in their housing. The State of California is issuing new laws and are trying to accelerate the inventory of affordable housing. The Chamber was a part of the south shore housing needs and opportunities assessment that was recently completed that has a lot of supportive data in terms of the needs for housing. This is an excellent project and is a consistent use of the area plan and the amendment is consistent with TRPA's procedures and policies. He hopes the committee will give direction to staff in a positive manner today so this can move forward.

Ms. Aldean said in other jurisdictions there's been a problem with ongoing maintenance of affordable housing projects. She asked if the developer intends to manage this facility or hire a professional management company to ensure that doesn't happen.

Steve Teshara said the Pacific Development Group is a class act.

Lew Feldman said the Pacific Development Group has a long history in the City of South Lake Tahoe and have been developing affordable housing projects here for decades. All projects have been well maintained and professionally managed without any neighborhood problems. They recently completed a renovation of the Sierra Gardens property near the Y in South Lake Tahoe.

Carl Hasty, Tahoe Transportation District said they're pleased to be working with the Pacific Development Group and supported the plan area amendment.

Committee Comments & Questions

Ms. Gustafson commended TRPA and the City staff and the development team, this is a great proposal moving forward. There is an issue with housing throughout the basin and this is a great step forward.

Ms. Laine said this project has the full support from the City of South Lake Tahoe's City Council.

Mr. Lawrence said he agreed with other committee comments. It's important to have more affordable housing in the basin. Some of the items he'll be looking at as this moves forward is the scenic and water quality issues. Because there's a lot of Forest Service and California Tahoe Conservancy land around this project, he suggested that there is fire safety education done because of all the open space around the project area.

Mr. Shute said this is a good project and conforms with everything we've been thinking about and trying to do in connection with the US Highway 50 project.

VIII. Item No. 7: Discussion and possible direction on the GHG and Mobility metrics for the Vehicle Miles Traveled Threshold Update

TRPA team member Mr. Segan provided the presentation.

Mr. Segan said today's presentation is divided into three parts. The first is to provide an overview of the context in which the planning is occurring. Second, is the continuing role of vehicle miles traveled (VMT) in the planning processes, and third, is the continuing role of vehicle miles traveled in project level analysis.

The Threshold Update Workplan touches a lot of different elements of the system and we often bounce around between these elements in a confusing manner. The individual silos will be identified and then provide some of the link between those different elements. First is the goals, the threshold standards. They've talked about taking a second look at the VMT threshold standard. In the past, the committee has directed staff to target the efforts into two forums. One is to look at a potential threshold standard for reducing mobile source greenhouse gas emissions within the region and second, to explore a new goal or target for increasing non-auto mode share within the region. Both of these goals are consistent with the Bi-State Compact and the direction that it provides to the agency.

The second element is the planning and improvement programming. This starts with the Regional Plan which establishes both the land use for today and in the future. That interacts as a coherent bundle with the Regional Transportation Plan which guides how people get around in the region and the investment of transportation infrastructure. The Regional Transportation Plan includes a number of different project lists. These are the projects that are going to help improve how we travel around the region. The Bi-State Transportation initiative prioritized a ten year project list. A subset of that is the four year project list which is a federally mandated list that is maintained for projects that will be receiving federal money in the next four years. These are analyzed with another element of the workplan which is the Regional Transportation model. The Regional Transportation model takes the existing and expected land use in the future, the existing transportation infrastructure as well as the investment and tells how it is all working together and what to expect in terms of traffic volumes and how people are going to get around the region.

The final element of the workplan is project level analysis. The project level analysis is fairly straight forward. They received an application for development, either new or redevelopment within the region. That goes through a project review process that assesses its consistency with the Regional Plan or area plan or how well it fits in with the Regional Transportation Plan. They often ask applicants to incorporate specific design features as well as pay a mitigation fee that contributes to the overall programs.

Moving from the individual silos to how those silos are linked and create an internally consistent process. There's a feedback loop between establishing the goals and understanding the plan to achieve those goals. With both mobile source greenhouse gas emissions and increasing non-auto mode share, the elements relied on to achieve those goals are the elements within the Regional Plan to focus development in town centers and the Regional Transportation Plan to increase transit service to increase walkable and bikeable communities by providing sidewalks and other features for people to navigate the region more easily. There's an integral process whereby the pull the individual levers, whether that's a lever in the Regional Plan or Regional Transportation Plan. They analyze the impact of those policy changes using our regional transportation model. That allows them to say whether or not they'll be meeting these established targets for greenhouse gas emissions or non-auto mode share. There's also a link to the project evaluation process. Projects are evaluated for consistency with the Regional Plan or

local area plan, how well they fit into the Regional Transportation Plan expectations. The forecast that's used to develop whether or not we are going to be meeting the targets and if so, what year will those be achieved. This is an iterative process and a feedback loop between the air quality mitigation fees or the fees that are collected from project applicants and the design features that they implement. Those need to be consistent with the plans and projects that are included in the Regional Transportation Plan and the Regional Plan to ensure that the project is contributing to achieving the overall targets.

They've heard comments through stakeholders that TRPA is abandoning the VMT and that VMT will be going away. VMT will continue to be a core part of the planning processes. VMT is a core part of estimating mobile source greenhouse gas emissions. Per capita VMT is also a Regional Plan performance measure that was adopted. The Regional Plan Performance Report that will be released in February and will show how their performing against the per capita VMT reductions that are identified in the Regional Plan. VMT is a core part of the transportation model. It also a requirement of the Regional Transportation Plan. It will be a part of project level analysis and likely the basis for implementing design features and assessment of the mitigation fee going forward.

Both California and Nevada are moving aggressively on climate change and greenhouse gas related initiatives. Forty percent of greenhouse gas emissions now come from the transportation sector and it's the only sector in either state that's been growing and not declining. As part of recent changes in California, each metropolitan planning organization within the region developing its regional transportation plan has been given a target for per capita greenhouse gas reduction. This is to help the state achieve its overall greenhouse gas reduction goals. The Tahoe Metropolitan Planning Organization has an eight percent target for 2020 and a five percent reduction by 2035. To achieve California's overall greenhouse gas reduction goals, the California Air Resources Board forecasted and developed an implementation plan for how the state could achieve those targets. There are two core elements to the strategy to reducing greenhouse gas emissions from mobile sources. The first is shifting autos to cleaner fuel and the second, is an interim strategy is curbing the growth in statewide VMT. As the population continues to grow, VMT within the state has also continued to grow. The state expects to have approximately a 24 percent increase in its population between now and 2050. Absent any policy changes, the state expected a large and commensurate growth in VMT. The California Air Resources Board describes this as bending the growth curbs and is not to halt VMT growth within the state. The state policy still allows for continued growth but at a slower rate. The target of this policy is intended to limit VMT growth to about 6.5 percent. In order to do this, the goals are established to reduce per capita VMT.

Since 1990, Nevada has more than doubled in size, its added over 1.5 million people. California has added ten million people which is about a 30 percent growth. The latest forecast for Lake Tahoe's population is that they've lost about 900 people since 1990. That's within the margin of error so it means there's been no change in the regional population over the past 30 years. If you think about a statewide policy whereby your trying to reduce per capita VMT growth. Within the Tahoe region that's looks fundamentally different because achieving the Regional Transportation Plan targets should not rely on population growth because they don't expect growth in the same manner that is forecasted for other communities. That's reflected within the Regional Transportation Plan. The Regional Transportation Plan doesn't look like that of many other metropolitan planning organizations within the region and that there no capacity

expansion, no major freeways or motorways expected to be built within the region. The Regional Transportation Plan functions a lot more like a mitigation strategy than it does a capacity strategy. It focuses on increasing transit, walkable and bikeable areas. This was reflected in the most recent bi-state consultation on transportation. All the significant investments are in the areas that they expect to reduce VMT growth and overall by increased transit, more complete streets, and greater technology to reduce demand. There's fundamentally a different approach to achieving the targets that have been provided within the Regional Transportation Plan process.

The role of VMT within project evaluation: The changes in statewide policy in review of TRPA's goals provide an opportunity to harmonize to provide an easier regulatory framework. The three regional goals are to increase the non-auto mode share, reducing greenhouse gas emissions, and changes to state policy and corresponding impacts to TRPA Article 7 requirements. At the project level not all of these are amenable to project level analysis but there are clear metrics that provide us with a way to analyze project impacts on each of three goals. For non-auto mode share they're talking about looking at automobile trips generated by a project that can be measured by greenhouse gas and the TRPA California Environmental Quality Act requirement through VMT. One of things they heard as they've gone through this process is that increasing the overall complexity of the existing and adding additional analytical requirements. That's not the case because all the metrics that we're talking about are explicitly linked to one another and build off of one another. Automobile trips can easily be directly measured as the number of automobile trips. VMT you can think of as a function of the number of automobile trips and the length of those trips that are generated. Greenhouse gas are automobile trips, the length of those trips, and then something about fleet mix. Analyzing all of these are ongoing requirements within the region. There's nothing new that's being introduced here. There's been discussion with the local jurisdictions about developing a simple tool for a project level analysis of transportation impacts. That tool would take basic elements of the project, the type of the project such as if it's a restaurant, hotel, etc., the size, and the location. It would feed into this tool that would do the necessary analytical requirements to provide them with trips generated, VMT generated as well as greenhouse gas impacts of that. Then it would be to walk through a suite of shared mitigation measures such as bike racks, car share programs, employee shuttles, etc. that are expected to reduce the overall transportation impacts and encourage attainment of the overall goals and understanding what mitigation or impact fee might be assessed with a project based on the impacts analyzed.

Mr. Segan provided a demonstration using the City of Los Angeles project level analysis tool <https://ladot.lacity.org/what-we-do/planning-development-review/transportation-planning-policy/modernizing-transportation-analysis>

The benefit of these tools to applicants is that it provides a straightforward framework and a set of shared assumptions. These can be used by staff in the development of the Regional Transportation Plan and Sustainable Communities Strategy so people know what they can do to reduce the overall impact of their project.

There are a lot of moving pieces and staff will continue to work to harmonize all those different elements to ensure that the feedback loops work smoothly together.

Mr. Marshall said Placer County with their implementation obligations of Senate Bill 743 is

trying to develop such a model in conjunction with their development of standards of significance under SB 743. TRPA is wanting to piggy back on some of that work they're doing by increasing and providing some resources to increase the scope of work to develop a tool that would be premised on Placer County information but could be populated with information from the City of South Lake Tahoe or El Dorado County. Then there would be one tool with information for all agencies within the basin. There are some complications with that because their consultant is the same one that's being used by the California Attorney General's office. They've requested clearance on that so they provide funding for that effort so Placer County can provide that tool that could be adapted to the various communities within the basin.

Mr. Hester said during the Regional Plan Update, staff brought the board conceptual articles that talked about when you change a land use pattern and the way you do transportation, you get these benefits. TRPA is almost to the point where they can quantify and use that when they evaluate both public and private projects.

Presentation can be found at:

[Agenda-Item-No.-7-VMT-Framework](#)

Committee Comments & Questions

Ms. Gustafson said she's concerned that on a project by project bases we can't achieve regional goals in transportation. She's concerned that the efforts that Placer County is making individually are credited towards those project developments. We need to ensure that in those models is factored in. Because a project applicant on its own is going to have a difficult time achieving those goals. She's been championing a lot of strong efforts in Placer County for Tahoe Truckee Area Regional Transportation (TART) and other improvements. There needs to be a mechanism that encourages the jurisdictions to take a holistic approach that paves the way for reinvestment in those town centers because that's been their challenge.

Mr. Hester said that's what we're trying to do. This framework that Ms. Marchetta has talked about captures the transportation improvement programs and the projects that the local governments are doing.

Ms. Gustafson asked if it was correct that in the model there would be opportunities to fill in the jurisdictional efforts.

Mr. Hester said they could use the model exactly the same for a jurisdictional project.

Ms. Gustafson said she's looking at that the jurisdiction has to be the co-applicant on these projects in order to take credit for that.

Mr. Marshall said it has to do with the standards that are being applied or hurdles for individual projects. What is their part in achieving the overall basin goals. If one jurisdiction is collecting monies and applying it to transportation for example, that is resulting in reduction in auto trips. So, its reducing VMT. He said how should that influence the decision regarding the Placer County project. When you get the calculations out of this model, it shows you where the impacts are associated with that particular development. That's going to come up with the number of trips, VMT, it can be converted into capita reductions. Depending on what the

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individual jurisdictions, Senate Bill 743 standards of significance are. That will then influence the decision making on the ground. TRPA would then look at its thresholds and how those are implemented. Then if it's focused on greenhouse gas or mode split. If those are the two metrics, there may or may not be additional VMT analysis, not only based on the local jurisdictions but also TRPA has to look at some degree to VMT. It will be up to the board to decide for basin projects do they want to construct a link between what a local jurisdiction is doing and the individual project requirements.

Mr. Hester referred to slide ten. At the bottom is the transportation improvement program, that's a list of projects both public and private. At the bottom right, there's the design for the private project, mitigation fee, or both. That's capturing the part that a private project provides. But its incumbent upon us as a region to have a regional transportation improvement program that includes everything to meet our Regional Transportation Plan and the Regional Plan goals and standard.

Ms. Aldean said the agency has spent a lot of time analyzing the negative impacts of development. Now, we're not only looking at those cumulative impacts but the cumulative impacts of the mitigations that are being implemented at the project and regional level.

Mr. Shute referred to the chart under the Regional Transportation Plan, Sustainable Communities Strategy, the Tahoe Metropolitan Planning Agency at a target of minus 8.8 percent. What is that being deducted from and what does that mean?

Mr. Segan said that's a per capita greenhouse gas reduction target.

Mr. Shute asked what happens if it's not met.

Mr. Haven said there is a lot of ramifications to funding programs such as not being able to apply for certain programs. It creates a downward spiral if they're unable to meet that. Another thing if they're unable to meet the greenhouse gas targets, they would have to produce an alternative planning strategy. The Sustainable Communities Strategy that you are producing must be fiscally constrained. They're looking at what forecasted revenues in a reasonable manner can pay for those improvements. The alternative planning strategy if they can't meet the number is more unconstrained. It's a lot broader thinking and more of a wish list. It's not necessarily a desired path but it looks like there's more regions in California that may be going down that path. They're trying to reduce the stigma of having to produce an alternative planning strategy and unwind some of the legislation that's constrained some of the funding because it can't be met. They're hopeful that they can meet that target with the new modeling tools to give them a path forward. The Regional Transportation Plan is more or less a mitigation fee. We're not building new roads or expanding capacity, it's a matter of how much they can deliver and implement in terms of transit, trails, and other transportation demand management strategies.

Mr. Marshall said because we have these numbers and a flat population curve, or no curve if it's not growing or if it grows, it's going to be very small, the per capita reduction means in that situation that you have to reduce absolute VMT. You can't depend on population growth or slowing population growth to help one get to a reduced per capita VMT. The Regional Transportation Plan, the Regional Plan, and other elements have got to result as a planning

matter in reducing VMT. This is different from the rest of the State of California which is a slowing in the growth of VMT. That's why the plans as you see them, the net result is a reduction in VMT. That's what they're shooting for. In effect, that's what it's going to be in order for the basin to hit these targets.

Ms. Gustafson said per capita is full time residents. The Placer County region significantly lost population of about 20 to 30 percent over the last census. It was stated that the basin lost 900 people. She asked that those numbers be reviewed because there seems to be a difference within jurisdictions. As housing is developed in the basin to draw back some of the full time population, thereby they would have VMT reductions. That needs to be looked at per capita because that's not driving the transportation issues right now. It might be driving some of the VMT issues, but a lot of the traffic and congestion is not based on the full time residence.

Mr. Shute said what was not stated directly in this presentation but is in the packet that VMT threshold would go away. Those that were concerned with a potential moratorium because it would hit the VMT threshold realized that the threshold number was based on a fictional set of circumstances because it was based on nitrate deposition and we're meeting that standard. Those of us who advocated for modifying it, thought about modifying VMT, level of service or something to address traffic. He never thought that the threshold would go away. When the staff report states that there's no proposal that a threshold be retained or considered, that's not accurate. He's stated previously that the VMT threshold would emerge in a new sophisticated or substituted form that addresses traffic congestion. He feels ours is not meeting what he thought was going to happen.

Mr. Marshall said we've been using the neutral term "metrics" for the greenhouse gas and the mobility mode share. Staff is retaining that so the board can decide where those live. Should they be the replacements for the VMT threshold based on nitrate deposition or should they live as metrics within the Regional Plan or someplace else. They were not prejudging that is the outcome of that.

Mr. Shute said the staff report states that there's no proposal for any of this to be a part of the threshold. He doesn't necessarily agree with Mr. Marshall's statement.

Mr. Marshall said staff is not proposing one way or the other and are trying to leave that judgement after the models are developed. It will ultimately be the decision of the board. Right now, the VMT threshold is in place and projects are being reviewed for consistency for that threshold which will be heard on the events center agenda item. That will be in place until the Governing Board chooses to either replace it with another threshold or delete it. Currently, they've received no direction that there should be a VMT threshold. VMT is an important planning and project objective but that is a way of providing information so when they get to the point of deciding what they want to do with the VMT threshold, either replacing with these two, maintain it, direct staff to change it to some other number, or put these two other metrics in another form. This is a decision that's awaiting the committee's recommendation and the board's approval. If there's anything inconsistent in the staff report with that approach, that was not intentional.

Mr. Yeates said he shared Mr. Shute's concern about the optics of removing the VMT standard. Within the air quality category of the threshold there's the VMT standard that was established

primarily for zoning. VMT was a proxy and is described in the 2015 threshold evaluation for the production of a nitrate in the region. The reality is that we could double the amount of VMT in the Tahoe Basin and would have a very small impact on nitrate production because cars are cleaner. Another way the prior board could have dealt with this issue is to require a smog station every time someone came into Lake Tahoe. They choose VMT. The VMT has now taken on a broader role and the question of greenhouse gas. The one way for us to reduce transportation impacts and the creation of carbon to reduce the effect on climate change is to reduce VMT. The challenge is that a lot of the vehicle miles are not generated within the basin but rather are the ones that come into the basin. The metropolitan planning organization in California are trying to figure out how to wrestle this issue. VMT is definitely going to go out of the air quality category because he feels many agree that VMT is an appropriate metric for determining nitrate because we've attained the nitrate. No matter what we do, it's not going to exceed it. Where some have used it as a way to say that growth needs to be stopped because it's going to reach a certain level of VMT is wrong. One of things we don't have and are still going through this review of the thresholds for which ones are retained or changed and is an ongoing review. One place we don't have a threshold or standard or is greenhouse gas and is probably something that should be updated. It's something we're working on with both states as to how we're going to address the question of the reduction of greenhouse gas. We may end up with a threshold that addresses VMTs role in reducing greenhouse gas. We are going to remove the VMT threshold because we agree it doesn't apply to nitrates. But it's integral to whatever we're going to accomplish to meet our state requirements, greenhouse gas requirements, and transportation goals to reduce the impacts of vehicles in the basin and do what the Compact encourages for people to get of their cars. We not abandoning VMT, we're recognizing that the VMT standard that was established in 1981 is not appropriate today. It may end up in a greenhouse gas area for us to meet our goals.

Mr. Lawrence said it's important to contemplate the standard for greenhouse gas. A lot of what he hears about the frustration with transportation is the quality of life and traffic congestion. He asked how we're getting at the traffic congestion, is it going back to the level of service or is it the non-auto mode share that gets us there?

Mr. Hester said the next steps are to bring the Regional Plan Implementation Committee recommended targets on mobile greenhouse gas reduction, not all of greenhouse gas initially and then mode share. An integral part of mode share is VMT. It's going to be up to the committee and the board to decide what measure is used to address both traffic congestion and greenhouse gas reduction.

Mr. Lawrence said it sound like there's still a lot of moving parts. There are environmental impacts but there's still the quality of life issue. Whether it's the resident or the quality of life being diminished from the sustainable recreation perspective. As we move forward, he would like to know how the quality of life and congestion fits in and how those metrics get worked out.

Mr. Hester said the reason they brought the entire framework was to show the committee that staff doesn't expect them to say that they're ready to move to this new standard until a lot of the framework pieces are in place. They'll want to be comfortable with the project level analysis tool and the targets. Until that's in place, staff doesn't expect them to change the threshold or adopt new standards. The Threshold Update Initiative Stakeholder Working Group recommended bringing forward the new generation of standards with all of these models and

pieces in place, so everyone understands how it works together. It's complex and we expect to have all the pieces together before you feel comfortable stepping away from what you had before.

Ms. Aldean said staff clarified that the metropolitan planning organization recommended a target of -8.8 percent for the Tahoe Metropolitan Planning Agency is based on full time residents in the Tahoe Basin. She asked how you assign to each resident a portion of the greenhouse generation. How do you assign a value to only the people living here when there's a massive influx of tourist coming into the basin? In theory, if you could get all of those visitors to use public transit then that would result in a reduction that is not related to per capita. The reduction is coming from successfully encouraging visitors to the basin to reduce their use of an automobile. She asked how these two interplay from a quantitative standpoint.

Mr. Segan said it's an ongoing discussion between TRPA and the California Air Resources Board in terms of how we deal with visitor generated VMT. They acknowledged that we're in a bit of a unique situation because the best estimate is that more than half of the VMT is generated by visitors. They didn't design the rules or these targets with visitors in mind. They're developed primarily for big cities. They have the ability to disaggregate within the travel demand model the different sources of VMT. They have estimates for what fraction of that VMT is generated by visitors and what fraction is generated by residents. They have the ability to drill down and say has per capita VMT per residents changed if they only look at resident generated VMT. That is currently not the standard that we are held to by the California Air Resources Board but are ongoing discussions in terms of how they deal with that element.

Ms. Gustafson said Placer County has a standard from the State of California and they get credit for funding. Then they have standards for the issues that they want to achieve basin wide. They need to be careful that in trying to achieve their regional goals and where they might want to take the basin, they don't cutoff the opportunity to secure the funding and meet the goals based on the state perimeters because they're basing it all on per capita. They feel they have methods to achieve that. Traffic congestion and quality of life is an issue everywhere. That growth and those compounding impacts that we see in the basin are relatively minor here compared what she's experienced in other areas. They want to be able to continue to be able to work on what they want to do regionally to improve and protect this treasure without cutting off opportunities to qualify for funding. Is this correct?

Mr. Hester said yes.

Public Comments & Questions

Jennifer Quashnick, Friends of the West Shore said the new tools will provide consistency and help with planning efforts. They expressed concerns before about anything that would eliminate or reduce the protections provided by having a regional or absolute VMT standard. Currently, TRPA's standard is based on a regionwide overall total maximum VMT for everyone, not just residents whereas California's is based on residents. If we were to do anything to give up or reduce TRPA standards because they have California standards that are being followed, we are losing some protection because we're not accounting for all impacts. She asked that in future presentations it's clarified when they're discussing the per capita or per person versus the total regionwide VMT. It's gone back and forth today, and it created confusion. The environmental

carrying capacity is a capacity and gets back to not looking at VMT per person but the total regionwide impacts. You could reduce the VMT per person or per capita but that increase of the total number of people and still have a net increase in total VMT and then there's a net increase in the water and air quality impacts and the quality life. With the suggestion of relying on a VMT standard based on greenhouse gas as the VMT standard might get us into a similar place that we are now with the air quality. If we're using VMT to address greenhouse gas issues but then saying because we have that, it will also address other issues. As the cars get cleaner and maybe greenhouse gases go down, there are still the other issues to address such as the wear and tear of tires on the road, flooding, etc. If you just tie it to greenhouse gas we may end up in a similar situation. They're very supportive of adding additional VMT metrics or measures but retaining the stricter TRPA standards.

Gavin Feiger, League to Save Lake Tahoe said it sounds like there's some agreement on where this is heading at this early stage. They still have concerns along with Supervisor Gustafson about being able to achieve the regional goals without having a regional threshold standard that's linked to development for regional plan goals and linked to transportation for regional transportation plan goals. The current VMT is out of date for nitrogen for air quality but it still does have some local air quality, greenhouse gas, and water quality effects. There needs to be some kind of threshold standard linked to development and or transportation that has teeth, otherwise they don't feel that there's any way to achieve the regional goals for transportation and the land use. They're wondering what drastically changing the VMT standard will do to the Regional Plan Environmental analysis as well as all the projects included in the Regional Plan and the projects and plans tiered off of it. It was discussed today about encouraging area plan developers to tier off of the Regional Plan environmental impact statement. The largest piece of mitigation for VMT is that link to allocations and wonder what will happen to that and all those plans that tier off of it. Will there have to be an environmental review to address that or if by maintaining some kind of link between transportation and land use or a standard that ensures we're attaining those regional goals.

Committee Comments & Questions

Mr. Shute said he sees that traffic congestion and the quality of life issues were not really mentioned in the way this was presented. It is important to a large segment of the committee and public and needs to be emphasized as it moves forward.

IX. Item No. 8: Discussion and possible direction on area plan procedures and guidance materials Update

TRPA team member Mr. Conger provided the presentation.

Mr. Conger said today's presentation will focus on the area plan development handbook. The development of area plans is led by individual public agencies typically a city or a county. TRPA does maintain an active role in the development of area plans to ensure that the resulting plan will be consistent with the Regional Plan. Since the Regional Plan was updated in 2012, TRPA has prepared several resources to help guide jurisdictions in developing their own area plans. The primary document has been the area plan framework that was published in 2014 as part of the Lake Tahoe Sustainable Communities Program. Overtime, the framework was supplemented with additional documents that were periodically updated based on experiences with the five

adopted area plans. TRPA has recently consolidated and updated this guidance documentation to produce a new document, the Area Plan Development Handbook.

One of the reasons they're raising the topic of area plan guidance is that they're expecting quite a bit of activity in 2020. Two new area plans are in development now and staff is also processing amendments to three existing area plans. They've also been in preliminary discussion with the City of South Lake Tahoe about pursuing an area plan to cover either the remaining town center or all of the city that's not currently covered by an area plan. The handbook is intended to help guide decision making throughout the planning process and bring consistency among the various plans. It's also an opportunity to share what they've learned over the past seven years of doing area plans.

The focus of the handbook today will be on the scope of area plans, advice on environmental review, and procedures for amendment of an area plan. Determining the scope of an area plan is one of the most crucial decisions an agency will make. Scope can vary in terms of geography. In addition to geographic scope, the scope can vary in terms of policy; it can suggest that we carry forward existing plans and regulations or substantial revisions can be proposed to the existing policies. Decisions on scope will affect budget, schedule, and the environmental review process. The handbook all addresses the topic of environmental review. The environmental review is subject to TRPA requirements but in California it can also trigger the California Environmental Quality Act which can complicate the process. TRPA recommends tiering off existing environmental documents like the Regional Plan Update Environmental Impact Statement. The handbook also recommends keeping a log of changes and following certain best practices to avoid unnecessary costs and delays. Lastly, the handbook addresses area plan amendments. In accordance with TRPA Code of Ordinances, area plan amendments follow the same procedure as adoption of a new area plan. The public agency takes the lead on the amendment process. Private parties who desire an area plan amendment would make the application to the public agency rather than to TRPA. Multiple amendments to the same area plan should be consolidated where feasible. Ideally an area plan would not be amended more than twice during one year. The area plan handbook represents seven years of TRPA staff experience in processing and implementing area plans. It's a resource for both TRPA and the local agency staff to help guide decision making and to ensure consistency among the area plans. Staff intends to update the handbook from time to time to reflect new insights and address new issues as they arise.

Presentation can be found at:

[Agenda-Item-No.-8-Area-Plan-Procedures](#)

Committee Comments & Questions

Ms. Aldean referred to page 155 of the staff packet. Under the complete environmental review that an environmental assessment is not listed along with the initial environmental checklist and environmental impact statement. The environmental assessment is specifically provided for or referenced under the environmental review section on page 12. It's not either you do an initial environmental checklist, or you do an environmental impact statement. She assumes that an environmental assessment can be done depending upon the impacts of the project. She suggested that environmental assessments are included so there are a variety of options depending on the environmental impact of the project.

Mr. Conger said that's a good suggestion and staff will incorporate that

Ms. Aldean referred to area plan contents on page 158 of the staff packet. This is confirmed through the conformance review process. Further, these area plans are subject to annual review and asked if it should read recertification. Because there's the initial certification and then there's a recertification as the result of the annual review.

Mr. Conger said staff can make that change as well.

Ms. Aldean referred to optional components, economic development/prosperity on page 159 of the staff packet. Under optional components it states that "This element should address ways that an area plan can help to foster environmental redevelopment sustainability and economic prosperity." The purpose behind the area plan is to implement the components of the Regional Plan and the plan was built on the idea of environmental redevelopment and sustainability. She thought that environmental redevelopment and sustainability was at the heart of the Regional Plan and that would be an essential component of the area plan and not an optional component that may be incorporated if the local jurisdiction chooses to do so.

Mr. Conger said sustainability is echoed throughout the document. This particular section was meant to focus on the economic development aspect of that. He suggested that it be reworded to reorient the sentence that they're looking for this economic development and prosperity at the same time incorporating sustainability.

Ms. Laine said in the State of California there's been a lot of new laws and mandates with regards to housing that are not going to be in a local jurisdictions area plan and probably not be considered in anything TRPA has developed. In those cases where state law is telling them they can and should do something, how do local jurisdictions react to that in regard to TRPA.

Mr. Marshall said this is an issue particularly with accessory dwelling units that TRPA is dealing with right now. TRPA staff member, Ms. Fink has been working with local jurisdictions on the California side to try and reconcile directions at the state level that may or may not conflict with TRPA rules. It takes an added spin when you're discussing an area plan. Because the first step of an area plan is the adoption by a local jurisdiction. They've been trying to come up with creative solutions that will obviate the need for each individual local jurisdiction for each individual area plan go through an amendment process to reconcile. There is going to be some irreconcilable differences between the state guidance and TRPA rules. They are working on what is the best way to make the necessary changes and then work with the local jurisdictions to see what they need to do to comply with state law at the same time have a legally defensible area plan.

Mr. Hester said Ms. Fink has been working with board member Ms. Novasel, chair of the Local Government and Housing Committee. They anticipate having board presentations and legislation from both states in January. The Local Government and Housing Committee would then meet to prioritize changes that would go to the Regional Plan Implementation Committee for guidance on amendments. That will lead to draft code amendments in March and hopefully back to the board by April.

Mr. Marshall said Ms. Fink is working on a guidance sheet for local jurisdictions on accessory dwelling units. If the local jurisdictions get request from people for a permit based on the state

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laws, they would direct them to TRPA.

Ms. Laine asked if that will be the case then that the State of California is going to promote things that TRPA cannot approve.

Mr. Marshall said there are accessory dwelling unit laws on the books that are inconsistent with TRPA development rules. It's not unusual that statewide policy is trumped by specific bi state policy of the Compact and in the basin. Some of these rules are irreconcilable with the way that TRPA does coverage for example. They would want to explore ways in which to the maximum extent possible because this is a critical housing issue that they can reconcile those state level mandates for the local jurisdictions. They know that potentially there are detrimental outcomes if the local jurisdictions are meeting certain state mandates. They need to work out a system that it doesn't happen.

Mr. Shute said isn't correct that an area plan is intended to cover areas outside of town centers as well as town centers.

Mr. Hester said yes, that's correct.

Mr. Shute suggested that the handbook have some distinction between the town center criteria and an area plan.

Mr. Conger said staff can add some discussion on scope. They focused most of the scope on either focusing on a town center with an area plan or doing like Placer County's approach which was to cover the entire jurisdiction.

Mr. Shute said he didn't see a distinction between what would happen in a town center and what would happen outside of a town center. The handbook is a technical document and it's important that planners understand it. TRPA. Staff may want to consider a summary.

Mr. Conger said currently the website is the resource that people would be directed to and staff can develop a brief summary based on the materials on the website.

Public Comments & Questions

None.

Committee Comments & Questions

Mr. Shute asked if staff was satisfied with the input from the committee.

Mr. Hester said yes, and if the committee has any other suggestions, please contact staff.

X. Item No. 9: Upcoming Topics

Mr. Hester said in addition to what's on the report, staff will be bringing some housing items related to accessory dwelling units.

REGIONAL PLAN IMPLEMENTATION COMMITTEE

December 18, 2019

XI. COMMITTEE MEMBER COMMENTS

None.

XII. PUBLIC COMMENT

None.

XIII. ADJOURNMENT

Chair Mr. Shute adjourned the meeting at 11:53 a.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

Marja Ambler
Clerk to the Board

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



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

STAFF REPORT

Date: January 15, 2020
To: TRPA Governing Board
From: TRPA Staff
Subject: December Financial Statements, Fiscal Year 2019/20

Summary and Staff Recommendation:

Staff recommends acceptance of the December Financial Statements for Fiscal Year 2020.

Required Motion:

In order to accept the Financial Statements, the Governing Board must make the following motion:

- 1) A motion to accept the December 2019 Financial Statements

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

We have now completed six months (50%) of the fiscal year. Revenues are at 66% of the annual budget, and expenditures at 38%, normal for this time of year.

YTD Revenues and Expenses

Revenues are strong, we've received over half (62%) of our budgeted revenue for the year. We have now received all our state funds for the year. Planning revenue is 26% ahead of last year. Grant revenues appear low at 14%, but we bill most grants in arrears, at the end of the quarter.

Expenditures are at or below budgeted levels. Compensation expenses are at 44% of the annual budget, consistent with the timing of payrolls and incentive pay. We have two open positions. Contract expenses are only at 32%, but that is consistent with normal billing/payment lags. All other expenses are on track.

TRPA Financials
 YTD Actuals
Fiscal YTD December 2019

	State & Local	Fees	Grants	Grand Total
Revenue				
Fees for Service		2,011,956		2,011,956
Grants		2,745	598,105	600,850
State Revenue	7,490,453			7,490,453
Local Revenue	150,000			150,000
Rent Revenue		160,892		160,892
Other Revenue	(66,843)	(417)	(8)	(67,267)
TRPA Rent Revenue		229,660		229,660
Revenue Total	7,573,611	2,404,837	598,096	10,576,544
Expenses				
Compensation	1,962,210	887,596	279,898	3,129,704
Contracts	855,770	615,400	962,811	2,433,980
Financing		19,298		19,298
Other	417,662	106,878	59,003	583,542
Rent	231,568	10,257		241,825
A&O/Transfers	(655,567)	529,904	165,832	40,169
Expenses Total	2,811,642	2,169,333	1,467,544	6,448,519
Grand Total	4,761,969	235,503	(869,447)	4,128,025

TRPA Balance Sheet

The “TRPA” column represents funds freely available to the Agency. Grant funds are restricted to the purpose of the grant. “Trust” funds represent monies TRPA holds on behalf of other beneficiaries and are not available for general TRPA use. Trust funds are mainly mitigation funds to be used to offset development impacts and project securities

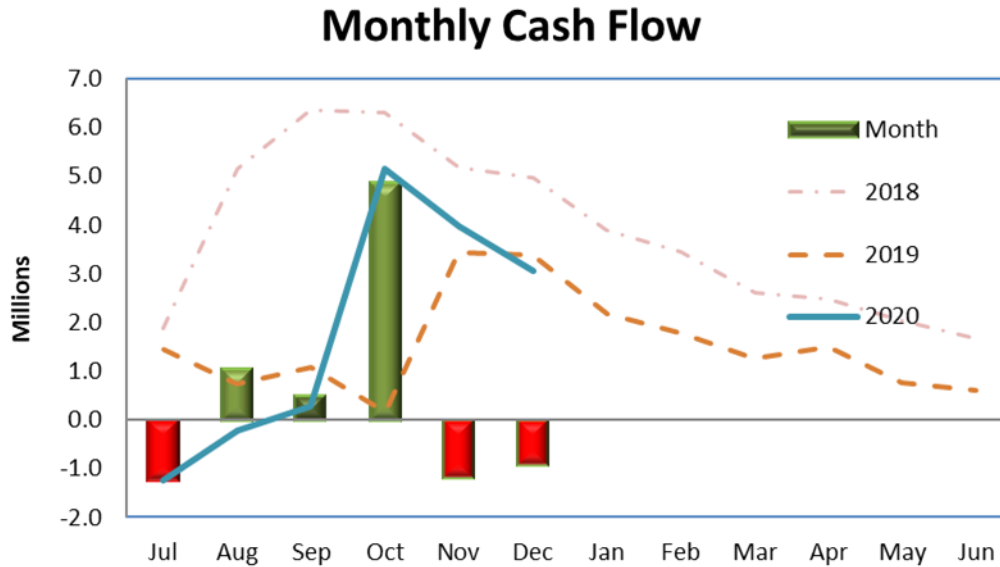
Tahoe Regional Planning Agency

Balance Sheet @ 12-31-19

	TRPA	Grants	Trust	Grand Total
Asset				
Cash & Invest	9,680,126	2,001,694	17,883,345	29,565,165
A/R	144,139	289,205		433,344
Current Assets	41,954			41,954
LT Assets	9,180,277			9,180,277
Asset Total	19,046,497	2,290,898	17,883,345	39,220,740
Liabilities				
A/P	77,692	4,363		82,055
Benefits	1,893,367			1,893,367
Deferred Rev	414,659	280,607		695,266
Deposits	150,464	10,190		160,655
LT Debt	8,445,000			8,445,000
Mitigation			12,285,598	12,285,598
Securities			5,476,496	5,476,496
Liabilities Total	10,981,182	295,160	17,762,095	29,038,437
Fund Balances	8,065,315	1,995,738	121,250	10,182,303

Cash Flow

Cash flow for the month was a negative \$0.9M. We received \$0.5M in revenues and disbursements were \$1.4M. Our state funding comes in early in the year and gets spent down through year-end. Revenue from Grants and Fees for Services continue to flow throughout the year.



When reading the detailed reports (attached), be aware that fund balances December may not be intuitive. Negative balances mean revenues exceeded expenses. Positive fund balance occurs when expenses exceed revenue. This reflects the formatting in our accounting system.

Contact Information:

For questions regarding this agenda item, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachment:

- A. Attachment I December Financial Statements

Attachment A

December Financial Statements

TRPA Financials
Actuals vs. Budget by Program
Fiscal YTD December 2019

	Ann Budget	YTD	Remaining	% Remaining
TRPA Totals				
Revenue				
State Revenue	7,476,073	7,490,453	14,380	0%
Grants	4,447,435	600,850	3,846,586	86%
Fees for Service	3,672,826	2,011,956	1,660,870	45%
Local Revenue	156,881	150,000	6,881	4%
Rent Revenue	328,844	160,892	167,952	51%
TRPA Rent Revenue	688,980	229,660	459,320	67%
Other Revenue	196,455	67,267	263,723	
Revenue Total	16,967,494	10,576,544	6,390,951	38%
Expenses				
Compensation	7,064,067	3,129,704	3,934,363	56%
Contracts	7,502,474	2,433,980	5,068,494	68%
Financing	427,641	19,298	408,343	95%
Rent	728,980	241,825	487,155	67%
Other	1,252,903	583,542	669,360	53%
A&O/Transfers	8,570	40,169	48,739	
Expenses Total	16,967,494	6,448,519	10,518,976	62%

TRPA Net	(0)	4,128,025
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Agency Mgmt

Revenue				
Fees for Service	17,954	0	17,954	100%
Grants	10,000	945	9,055	91%
State Revenue	6,501,073	6,597,236	96,163	-1%
Other Revenue	180,230	66,843	247,072	137%
Local Revenue	156,881	150,000	6,881	4%
Revenue Total	6,866,138	6,681,338	184,799	3%
Expenses				
Compensation	1,893,109	864,697	1,028,413	54%
Contracts	191,733	70,881	120,852	63%
Financing	676	0	676	100%
Rent	8,685	1,908	6,777	78%
Other	264,197	127,267	136,930	52%
Expenses Total	2,358,401	1,064,753	1,293,648	55%

Agency Mgmt Net	4,507,736	5,616,585
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	Ann Budget	YTD	Remaining	%
Current Planning				
Revenue				
Fees for Service	2,526,658	1,421,032	1,105,625	44%
Grants	3,600	1,800	1,800	50%
State Revenue	124,000	124,000	0	0%
Other Revenue	34	417	382	
Revenue Total	2,654,224	1,546,416	1,107,808	42%
Expenses				
Compensation	1,722,386	814,429	907,957	53%
Contracts	624,000	434,122	189,878	30%
Financing	20,000	7,688	12,312	62%
Other	72,663	34,878	37,785	52%
A&O/Transfers	1,233,322	509,739	723,583	59%
Expenses Total	3,672,371	1,800,855	1,871,516	51%

Curr Plan Net	(1,018,148)	(254,439)
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Envir. Imp.

Revenue				
Fees for Service	1,128,214	589,124	539,090	48%
Grants	2,394,639	123,730	2,270,909	95%
State Revenue	750,000	750,000	0	0%
Revenue Total	4,272,853	1,462,854	2,809,999	66%
Expenses				
Compensation	892,586	377,476	515,110	58%
Contracts	3,660,281	1,126,976	2,533,305	69%
Financing	15,020	11,610	3,410	23%
Rent	30,771	10,257	20,514	67%
Other	150,546	91,414	59,132	39%
A&O/Transfers	61,255	27,054	34,201	56%
Expenses Total	4,810,459	1,644,787	3,165,672	66%

Env Imp Net	(537,606)	(181,932)
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TRPA Financials

Thru 12/31/19

Science Council			
Revenue			
State Revenue	101,000	19,217	81,783
Revenue Total	101,000	19,217	81,783
Expenses			
A&O/Transfers	0	0	0
Compensation	5,674	1,618	4,056
Contracts	85,768	15,211	70,557
Other	4,366	1,382	2,984
Expenses Total	95,809	18,212	77,597
Science Council Total	5,191	1,006	4,186
Wetland Monitoring (EPA)			
Revenue			
Grants	98,625	0	98,625
Revenue Total	98,625	0	98,625
Expenses			
Contracts	98,625	0	98,625
Expenses Total	98,625	0	98,625
Wetland Monitoring (EPA) Total	0	0	0
R & A Total	2,435,137	718,181	1,716,956
Grand Total	0	4,116,646	4,116,646

	Ann Budget	YTD	Remaining	%
Infrastructure				
Revenue				
Other Revenue	16,260	0	16,260	100%
Rent Revenue	328,844	160,892	167,952	51%
TRPA Rent Revenue	688,980	229,660	459,320	67%
Revenue Total	1,034,084	390,552	643,532	62%
Expenses				
Compensation	89,986	41,312	48,674	54%
Contracts	399,534	109,538	289,996	73%
Financing	391,944	0	391,944	100%
Rent	688,980	229,660	459,320	67%
Other	629,384	288,721	340,663	54%
Expenses Total	2,199,828	669,231	1,530,597	70%
Infrastructure Net	(1,165,744)	(278,679)		

Other

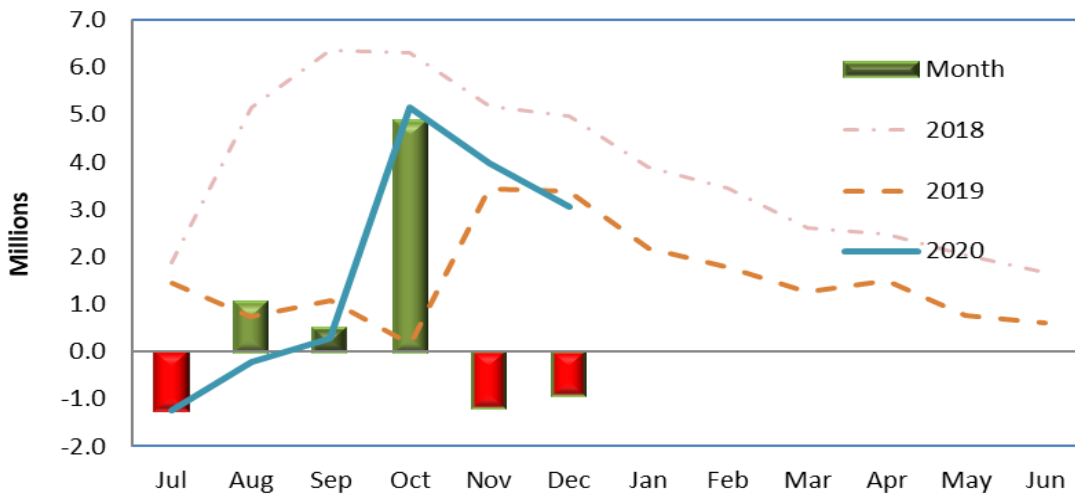
Expenses				
A&O/Transfers	1,869,955	655,567	1,214,388	65%
Expenses Total	1,869,955	655,567	1,214,388	65%

Tahoe Regional Planning Agency

Balance Sheet @ 12-31-19

	TRPA	Grants	Trust	Grand Total
Asset				
Cash & Invest	9,680,126	2,001,694	17,883,345	29,565,165
A/R	144,139	289,205		433,344
Current Assets	41,954			41,954
LT Assets	9,180,277			9,180,277
Asset Total	19,046,497	2,290,898	17,883,345	39,220,740
Liabilities				
A/P	77,692	4,363		82,055
Benefits	1,893,367			1,893,367
Deferred Rev	414,659	280,607		695,266
Deposits	150,464	10,190		160,655
LT Debt	8,445,000			8,445,000
Mitigation			12,285,598	12,285,598
Securities			5,476,496	5,476,496
Liabilities Total	10,981,182	295,160	17,762,095	29,038,437
Fund Balances	8,065,315	1,995,738	121,250	10,182,303

Monthly Cash Flow



Tahoe Regional Planning Agency

Fee Report, Fiscal YTD December 2019

	2017	2018	2019	2020	% v.3yrs	\$'s v Avg.
RESIDENTIAL	112,893	83,955	94,047	162,502	168%	65,537
SHOREZONE	27,740	30,100	21,200	83,822	318%	57,475
OTHER_REV	53,483	24,775	7,068	62,254	219%	33,812
COMMERCL_TA	12,950	25,623	26,933	47,600	218%	25,765
TREE_RMVL	20,087	25,824	26,765	43,125	178%	18,900
ALLOCATION	47,775	61,228	31,445	37,533	80%	(9,283)
FULL_SITE	78,020	56,558	52,734	35,500	57%	(26,937)
RECR_PUBLIC	27,220	36,283	20,380	30,170	108%	2,209
LAND_CHALL	25,167	29,157	33,730	29,730	101%	378
ENFORCENMT	35,639	21,362	19,628	27,661	108%	2,118
SECURITIES	17,395	16,541	22,758	27,179	144%	8,281
REVISIONS	1,840	8,244	30,383	22,819	169%	9,330
GRADE_EXCEPT	15,976	14,596	17,872	20,292	126%	4,144
GENERAL	26,734	55,970	3,351	16,364	57%	(12,321)
SOILS_HYDRO	12,613	12,175	15,584	14,662	109%	1,205
LAND_CAP	12,335	11,401	17,088	11,748	86%	(1,860)
VB_USE	2,880	10,080	2,160	11,232	223%	6,192
VB_COVERAGE	9,440	6,410	6,731	6,411	85%	(1,116)
LLADJ_ROW	4,900	3,536	7,920	6,370	117%	918
GRADING	7,504	8,260	7,021	5,782	76%	(1,813)
QUAL_EXEMPT	3,128	4,896	3,944	5,664	142%	1,675
TRANS_DEV	16,736	5,545	6,957	5,512	57%	(4,234)
STD	4,501	4,284	5,397	5,355	113%	627
QE SHOREZONE	1,617	4,158	5,775	3,831	100%	(19)
PARTIAL_SITE	5,290	5,819	3,703	3,200	65%	(1,737)
B_TANK_JJ	1,216	1,162	1,216	2,880	240%	1,682
MONITORING	15,329	(563)	2,789	2,800	48%	(3,052)
PRE-APP	1,272	2,120	2,135	1,272	69%	(570)
CONSTR_EXT	988	1,474	1,044	1,164	100%	(5)
TEMP_USE	1,245	2,503	2,928	1,120	50%	(1,105)
LMTD_INCENT	267	267	252	1,041	397%	779
SUBDIV_EXIST	6,132	9,986	2,052	1,002	17%	(5,055)
SIGNS	246	246	738	960	234%	550
RES_DRIVE	149	782	298	776	189%	366
SCENIC_ASSES				400		
IPES	8,171	8,852	11,972	(1,385)	-14%	(11,050)
HISTORIC	1,259	5,363	2,487		0%	(3,036)
NOTE_APPEAL	2,964	1,112	2,223		0%	(2,100)
MASTERPLAN		7,412			0%	(7,412)
LEGAL_DETERM	424				0%	(424)
Totals	623,525	607,496	520,708	738,349	126%	154,439

TRPA Financials

Thru 12/31/19

Row Labels	2020 Budget	YTD Actuals	Remaining Balance
Agency Mgmt			
GF Revenue			
Revenue			
State Revenue	6,501,073	6,597,236	96,163
Fees for Service	17,954	0	17,954
Local Revenue	156,881	150,000	6,881
Other Revenue	180,230	66,843	247,072
Revenue Total	6,856,138	6,680,393	175,744
GF Revenue Total	6,856,138	6,680,393	175,744
Gov Board			
Expenses			
Contracts	933	300	633
Other	22,173	7,724	14,449
Rent	5,545	1,633	3,912
Expenses Total	28,651	9,657	18,994
Gov Board Total	28,651	9,657	18,994
Executive			
Expenses			
Compensation	702,042	337,179	364,863
Other	18,397	863	17,534
Rent	207	0	207
Expenses Total	720,646	338,042	382,603
Executive Total	720,646	338,042	382,603
Legal			
Expenses			
Compensation	242,616	117,004	125,612
Contracts	60,000	16,182	43,818
Other	13,522	3,662	9,860
Expenses Total	316,138	136,848	179,290
Legal Total	316,138	136,848	179,290
Communications			
Expenses			
Compensation	193,684	81,020	112,664
Contracts	17,000	0	17,000
Other	73,768	24,105	49,663

TRPA Financials

Thru 12/31/19

Rent	2,933	275	2,658
Expenses Total	287,385	105,400	181,985

Communications Total	287,385	105,400	181,985
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Env. Newsletter			
Revenue			
Grants	10,000	945	9,055
Revenue Total	10,000	945	9,055

Expenses			
Other	34,278	28,872	5,406
Expenses Total	34,278	28,872	5,406

Env. Newsletter Total	24,278	27,927	3,649
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Finance			
Expenses			
Compensation	432,682	206,533	226,149
Contracts	64,200	33,162	31,038
Financing	676	0	676
Other	2,798	17,634	14,836
Expenses Total	500,357	257,329	243,028

Finance Total	500,357	257,329	243,028
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HR			
Expenses			
Compensation	322,085	122,960	199,125
Contracts	49,600	21,238	28,362
Other	99,261	44,407	54,854
Expenses Total	470,946	188,604	282,342

HR Total	470,946	188,604	282,342
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Agency Mgmt Total	4,507,736	5,616,585	1,108,849
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Current Planning			
Boat Crew			
Revenue			
State Revenue	124,000	124,000	0
Revenue Total	124,000	124,000	0
Expenses			
Compensation	100,230	16,676	83,554
Other	44,825	26,776	18,049
Expenses Total	145,055	43,452	101,603

TRPA Financials
Thru 12/31/19

Boat Crew Total	21,055	80,548	101,603
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Code Enforcement			
Expenses			
A&O/Transfers	272,738	98,904	173,834
Compensation	358,866	158,284	200,581
Other	2,220	1,015	1,204
Expenses Total	633,823	258,204	375,620

Code Enforcement Total	633,823	258,204	375,620
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Communications			
Expenses			
A&O/Transfers	3,472	2,166	1,306
Compensation	4,565	3,557	1,008
Contracts	65,000	45,000	20,000
Other	0	23	23
Expenses Total	73,036	50,746	22,291

Communications Total	73,036	50,746	22,291
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Current Planning			
Revenue			
Fees for Service	1,779,336	1,334,172	445,164
Revenue Total	1,779,336	1,334,172	445,164

Expenses			
A&O/Transfers	920,277	356,987	563,290
Compensation	1,210,891	565,348	645,543
Contracts	270,000	295,554	25,554
Financing	20,000	7,688	12,312
Other	10,398	93	10,305
Expenses Total	2,431,567	1,225,670	1,205,896

Current Planning Total	652,231	108,502	760,732
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Implementation			
Expenses			
A&O/Transfers	6,280	3,055	3,225
Compensation	8,263	4,690	3,573
Expenses Total	14,544	7,746	6,798

Implementation Total	14,544	7,746	6,798
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Legal - Direct or Disallowed			
Revenue			

TRPA Financials

Thru 12/31/19

Fees for Service	120,000	0	120,000
Revenue Total	120,000	0	120,000
Expenses			
Compensation	0	1,877	1,877
Contracts	120,000	0	120,000
Expenses Total	120,000	1,877	118,123
Legal - Direct or Disallowed Total	0	1,877	1,877
Other			
Revenue			
Fees for Service	477,322	71,482	405,840
Other Revenue	34	417	382
Revenue Total	477,288	71,065	406,223
Other Total	477,288	71,065	406,223
Settlements			
Revenue			
Fees for Service	150,000	5,000	145,000
Grants	3,600	1,800	1,800
Revenue Total	153,600	6,800	146,800
Expenses			
Contracts	149,000	53,750	95,250
Other	15,220	500	14,720
Expenses Total	164,220	54,250	109,970
Settlements Total	10,620	47,450	36,830
Shorezone Boat Crew			
Expenses			
A&O/Transfers	30,555	48,627	18,072
Compensation	39,571	63,997	24,426
Contracts	20,000	39,818	19,818
Other	0	6,471	6,471
Expenses Total	90,126	158,911	68,786
Shorezone Boat Crew Total	90,126	158,911	68,786
Current Planning Total	1,018,148	264,818	753,329
Envir. Imp.			
(CLOSED) NDSL LTLP Tributary Monitoring			
Revenue			
Grants	0	4,631	4,631

TRPA Financials

Thru 12/31/19

Revenue Total	0	4,631	4,631
Expenses			
Contracts	0	11,317	11,317
Expenses Total	0	11,317	11,317
(CLOSED) NDSL LTLP Tributary Monitoring Total	0	6,686	6,686
AIS Prevention (SNPLMA Rnd 12 Final)			
Revenue			
Grants	0	18,858	18,858
Revenue Total	0	18,858	18,858
AIS Prevention (SNPLMA Rnd 12 Final) Total	0	18,858	18,858
ANS Mgmt Plan - Meeks Bay Control			
Revenue			
Grants	47,695	47,695	0
Revenue Total	47,695	47,695	0
Expenses			
Contracts	47,695	47,695	0
Expenses Total	47,695	47,695	0
ANS Mgmt Plan - Meeks Bay Control Total	0	0	0
BMP Enforcement in NV (NV 319)			
Revenue			
Grants	124,873	10,452	114,421
Revenue Total	124,873	10,452	114,421
Expenses			
A&O/Transfers	35,209	4,612	30,597
Compensation	78,242	12,927	65,315
Contracts	10,000	0	10,000
Other	1,423	64	1,359
Expenses Total	124,873	17,602	107,271
BMP Enforcement in NV (NV 319) Total	0	7,150	7,150
CA Gen Fund AIS Prevention			
Revenue			
State Revenue	375,000	375,000	0
Revenue Total	375,000	375,000	0
Expenses			
Contracts	375,000	375,000	0

TRPA Financials

Thru 12/31/19

Expenses Total	375,000	375,000	0
CA Gen Fund AIS Prevention Total	0	0	0
CalFire Wildfire Prevention Outreach			
Revenue			
Grants	59,950	18,210	41,740
Revenue Total	59,950	18,210	41,740
Expenses			
Contracts	59,950	18,210	41,740
Expenses Total	59,950	18,210	41,740
CalFire Wildfire Prevention Outreach Total	0	0	0
Douglas County BMPs Enforcement			
Expenses			
A&O/Transfers	0	2,569	2,569
Compensation	0	5,300	5,300
Expenses Total	0	7,869	7,869
Douglas County BMPs Enforcement Total	0	7,869	7,869
Env. Improv.			
Expenses			
Compensation	478,719	191,870	286,849
Contracts	25,000	10,000	15,000
Other	16,933	8,391	8,542
Expenses Total	520,652	210,260	310,392
Env. Improv. Total	520,652	210,260	310,392
Lakewide AIS Control (USACE)			
Revenue			
Grants	217,337	0	217,337
Revenue Total	217,337	0	217,337
Expenses			
Contracts	217,337	20,304	197,033
Other	0	45,140	45,140
Expenses Total	217,337	65,445	151,893
Lakewide AIS Control (USACE) Total	0	65,445	65,445
LTInfo BMP Database (NDEP)			
Revenue			
Grants	10,000	0	10,000

TRPA Financials

Thru 12/31/19

Revenue Total	10,000	0	10,000
Expenses			
Contracts	10,000	0	10,000
Expenses Total	10,000	0	10,000
LTInfo BMP Database (NDEP) Total	0	0	0
NDEP Stormwater Tool			
Revenue			
Grants	0	9,461	9,461
Revenue Total	0	9,461	9,461
Expenses			
Contracts	0	82,702	82,702
Expenses Total	0	82,702	82,702
NDEP Stormwater Tool Total	0	73,241	73,241
NV Gen Fund AIS Prevention & Control			
Revenue			
State Revenue	375,000	375,000	0
Revenue Total	375,000	375,000	0
Expenses			
A&O/Transfers	0	0	0
Compensation	165,608	77,284	88,324
Contracts	181,551	12,473	169,079
Other	27,841	17,859	9,982
Expenses Total	375,000	107,616	267,384
NV Gen Fund AIS Prevention & Control Total	0	267,384	267,384
Sand Harbor Asian Clam Control (NDSL)			
Revenue			
Grants	76,102	5,040	71,062
Revenue Total	76,102	5,040	71,062
Expenses			
Contracts	76,102	4,800	71,302
Expenses Total	76,102	4,800	71,302
Sand Harbor Asian Clam Control (NDSL) Total	0	240	240
Secret Shopper Inspection Stations (DBW)			
Revenue			
Grants	7,150	2,560	4,590

TRPA Financials
Thru 12/31/19

Revenue Total	7,150	2,560	4,590
Expenses			
Contracts	7,150	2,560	4,590
Expenses Total	7,150	2,560	4,590
Secret Shopper Inspection Stations (DBW) Total	0	0	0
Shorezone Fees			
Revenue			
Fees for Service	0	101,052	101,052
Revenue Total	0	101,052	101,052
Shorezone Fees Total	0	101,052	101,052
Stormwater Planning Support			
Revenue			
Fees for Service	12,000	18,156	6,156
Revenue Total	12,000	18,156	6,156
Expenses			
A&O/Transfers	12,503	13,874	1,371
Compensation	16,451	21,039	4,588
Expenses Total	28,954	34,912	5,958
Stormwater Planning Support Total	16,954	16,756	198
Tahoe Keys & Lakewide AIS Control (LTRA)			
Revenue			
Grants	1,851,531	6,824	1,844,708
Revenue Total	1,851,531	6,824	1,844,708
Expenses			
A&O/Transfers	13,543	5,999	7,544
Compensation	17,820	8,664	9,156
Contracts	1,820,000	410,736	1,409,264
Other	168	5	173
Expenses Total	1,851,531	425,394	1,426,137
Tahoe Keys & Lakewide AIS Control (LTRA) Total	0	418,571	418,571
Watercraft Inspection Fees			
Revenue			
Fees for Service	1,116,214	468,916	647,298
Revenue Total	1,116,214	468,916	647,298
Expenses			

TRPA Financials

Thru 12/31/19

A&O/Transfers	0	0	0
Compensation	135,746	60,392	75,354
Contracts	830,496	131,179	699,316
Financing	15,020	11,610	3,410
Other	104,182	19,966	84,216
Rent	30,771	10,257	20,514
Expenses Total	1,116,214	233,405	882,809
Watercraft Inspection Fees Total	0	235,511	235,511
Envir. Imp. Total	537,606	182,932	354,673
Infrastructure			
Building			
Revenue			
Other Revenue	16,260	0	16,260
Rent Revenue	328,844	160,082	168,761
TRPA Rent Revenue	688,980	229,660	459,320
Revenue Total	1,034,084	389,742	644,341
Expenses			
Contracts	52,450	7,031	45,419
Financing	391,944	0	391,944
Other	164,759	4,718	160,040
Expenses Total	609,153	11,749	597,403
Building Total	424,931	377,993	46,938
CAM			
Revenue			
Rent Revenue	0	809	809
Revenue Total	0	809	809
Expenses			
Other	85,072	37,572	47,500
Expenses Total	85,072	37,572	47,500
CAM Total	85,072	36,763	48,309
General Services			
Expenses			
Compensation	89,986	41,312	48,674
Contracts	56,364	370	55,994
Other	168,591	45,642	122,949
Rent	688,980	229,660	459,320
Expenses Total	1,003,921	316,984	686,937

TRPA Financials

Thru 12/31/19

General Services Total	1,003,921	316,984	686,937
IT			
Expenses			
Contracts	290,720	102,137	188,583
Other	210,962	200,788	10,174
Expenses Total	501,682	302,926	198,757
IT Total	501,682	302,926	198,757
Infrastructure Total	1,165,744	278,679	887,065
L RTP			
CA Prop 1B Transit Capital Improvement Program South Shore			
Revenue			
Grants	0	214,777	214,777
Revenue Total	0	214,777	214,777
Expenses			
Contracts	0	214,777	214,777
Expenses Total	0	214,777	214,777
CA Prop 1B Transit Capital Improvement Progr	0	0	0
CA SGC SSARP Grant - Safety			
Revenue			
Grants	17,000	28,935	11,935
Revenue Total	17,000	28,935	11,935
Expenses			
Contracts	17,000	4,440	12,560
Expenses Total	17,000	4,440	12,560
CA SGC SSARP Grant - Safety Total	0	24,495	24,495
CTC Shoreline Plan			
Revenue			
Grants	4,670	7,677	3,007
Revenue Total	4,670	7,677	3,007
Expenses			
A&O/Transfers	1,954	2,776	822
Compensation	2,571	3,629	1,059
Contracts	0	134	134
Other	146	5,713	5,567
Expenses Total	4,670	12,252	7,582

TRPA Financials

Thru 12/31/19

CTC Shoreline Plan Total	0	4,575	4,575
Long Range & Transp. Planning			
Expenses			
Compensation	582,423	285,861	296,562
Contracts	60,170	23,084	37,086
Other	10,799	621	10,177
Rent	544	0	544
Expenses Total	653,936	309,566	344,370
Long Range & Transp. Planning Total	653,936	309,566	344,370
Mtn Town Summit			
Revenue			
Fees for Service	0	1,800	1,800
Revenue Total	0	1,800	1,800
Expenses			
Contracts	0	9,600	9,600
Other	0	7,648	7,648
Expenses Total	0	17,248	17,248
Mtn Town Summit Total	0	15,448	15,448
NDSL LTLP Shoreline Plan			
Revenue			
Grants	3,192	4,174	982
Revenue Total	3,192	4,174	982
Expenses			
A&O/Transfers	1,345	894	450
Compensation	1,769	2,232	463
Contracts	0	71	71
Other	78	3,047	2,969
Expenses Total	3,192	6,245	3,053
NDSL LTLP Shoreline Plan Total	0	2,071	2,071
Other			
Expenses			
Compensation	193,819	0	193,819
Other	24,148	0	24,148
Expenses Total	217,967	0	217,967
Other Total	217,967	0	217,967
TMPO			

TRPA Financials
Thru 12/31/19

Expenses			
Contracts	306,105	61,721	244,384
Other	43,049	13,632	29,417
Expenses Total	349,154	75,352	273,802

TMPO Total	349,154	75,352	273,802
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Transportation			
Revenue			
Grants	1,474,617	179,232	1,295,385
Other Revenue	0	8	8
Revenue Total	1,474,617	179,224	1,295,393

Expenses			
A&O/Transfers	518,031	147,335	370,696
Compensation	681,621	241,292	440,329
Contracts	274,965	48,354	226,611
Other	0	5,044	5,044
Expenses Total	1,474,617	442,025	1,032,592

Transportation Total	0	262,801	262,801
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Transportation SB1 Formula & Competitive			
Revenue			
Grants	309,988	22,159	287,829
Revenue Total	309,988	22,159	287,829

Expenses			
Contracts	309,988	84,291	225,697
Expenses Total	309,988	84,291	225,697

Transportation SB1 Formula & Competitive To	0	62,132	62,132
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USFS Meeks Bay Restoration			
Expenses			
Compensation	0	3,446	3,446
Expenses Total	0	3,446	3,446

USFS Meeks Bay Restoration Total	0	3,446	3,446
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L RTP Total	1,221,057	710,896	510,161
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Other			
Expenses			
A&O/Transfers	1,869,955	655,567	1,214,388
Expenses Total	1,869,955	655,567	1,214,388

TRPA Financials
Thru 12/31/19

Other Total	1,869,955	655,567	1,214,388
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Other Total	1,869,955	655,567	1,214,388
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R & A			
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Climate Impacts on Alpine Lake			
Revenue			
Grants	0	5,000	5,000
Revenue Total	0	5,000	5,000

Climate Impacts on Alpine Lake Total	0	5,000	5,000
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Lake Tahoe West GIS Support			
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Revenue			
Grants	55,915	0	55,915
Revenue Total	55,915	0	55,915

Expenses			
A&O/Transfers	24,145	1,646	22,500
Compensation	31,770	2,155	29,615
Expenses Total	55,915	3,801	52,115

Lake Tahoe West GIS Support Total	0	3,801	3,801
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Nearshore Trib Monitoring (Lahontan)			
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Revenue			
Grants	75,188	12,420	62,768
Revenue Total	75,188	12,420	62,768

Expenses			
A&O/Transfers	0	0	0
Compensation	3,188	253	2,935
Contracts	72,000	12,420	59,580
Expenses Total	75,188	12,673	62,515

Nearshore Trib Monitoring (Lahontan) Total	0	253	253
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Research & Analysis			
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Expenses			
A&O/Transfers	21,333	6,292	15,041
Compensation	963,164	491,305	471,859
Contracts	1,402,305	218,360	1,183,945
Other	53,527	4,176	49,351
Expenses Total	2,440,328	720,133	1,720,196

Research & Analysis Total	2,440,328	720,133	1,720,196
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TRPA Financials

Thru 12/31/19

Science Council			
Revenue			
State Revenue	101,000	19,217	81,783
Revenue Total	101,000	19,217	81,783
Expenses			
A&O/Transfers	0	0	0
Compensation	5,674	1,618	4,056
Contracts	85,768	15,211	70,557
Other	4,366	1,382	2,984
Expenses Total	95,809	18,212	77,597
Science Council Total	5,191	1,006	4,186
Wetland Monitoring (EPA)			
Revenue			
Grants	98,625	0	98,625
Revenue Total	98,625	0	98,625
Expenses			
Contracts	98,625	0	98,625
Expenses Total	98,625	0	98,625
Wetland Monitoring (EPA) Total	0	0	0
R & A Total	2,435,137	718,181	1,716,956
Grand Total	0	4,116,646	4,116,646

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2020 –

A RESOLUTION DECLARING JANUARY 2020 AS “NATIONAL RADON ACTION MONTH IN LAKE TAHOE”

WHEREAS, because of the granite rocks and soils in the Tahoe Region, radon is a concern to local residents and government agencies; and

WHEREAS, many Lake Tahoe residents don’t know about radon, yet need to know for the safety and health of their families, as radon is a colorless, odorless, naturally occurring radioactive gas that is the primary cause of lung cancer among nonsmokers and the second leading cause of lung cancer for smokers; and

WHEREAS, the U.S. Environmental Protection Agency (EPA) estimates 21,000 people in the U.S. die each year from lung cancer caused by indoor radon exposure; and

WHEREAS, radon kills more people than secondhand smoke, drunk driving, and home fires combined; and

WHEREAS, any home in Lake Tahoe may have elevated levels of radon, even if neighboring homes do not, and living in a home with an average radon level of 4 picocuries per liter of air poses a similar risk of developing lung cancer as smoking half a pack of cigarettes a day; and

WHEREAS, testing is the only way to know if a home has an elevated radon level, and testing is easy and inexpensive, and when identified, homes can be fixed; and

WHEREAS, University of Nevada, Reno Extension’s Nevada Radon Education Program, the Nevada Division of Public and Behavioral Health, and the EPA support efforts to encourage all Lake Tahoe residents to test their homes for radon, mitigate elevated levels radon, and have new homes built with radon-reducing materials and features.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency does hereby proclaim January 2020 as National Radon Action Month in Lake Tahoe.

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this ____ day of ____, 2020, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: January 15, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Appointment of a TRPA Governing Board Delegate and Alternate to the California Association of Council of Governments (CALCOG) Board of Directors

Summary and Staff Recommendation:

Governing Board appointment of delegate and alternate to represent the TRPA on the CALCOG Board of Directors.

Staff Recommendation:

Staff recommends the Governing Board appoint CALCOG representatives from the Governing Board to represent TRPA.

Required Motions:

In order to appoint the representatives, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to appoint a Governing Board delegate and alternate delegate to serve for on the CALCOG Board of Directors.

In order for motion(s) to pass, an affirmative vote of any eight Board members is required.

Background:

The California Association of Councils of Governments (CALCOG), established in 1977, is a non-profit statewide association representing 46 regional governments in California. CALCOG is the premiere forum for legislative and planning issues that involve Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), and Councils of Government (COGs) in the State of California. The Association is an extremely valuable resource for analyzing and voicing positions on statewide policy impacting transportation and land use planning. More information is available at www.calcog.org.

The delegate position requires a commitment of attending four to six meetings per year. Most delegate meetings are in Sacramento.

Contact Information:

For questions regarding this agenda item, please contact Nick Haven at (775) 589-5256 or nhaven@trpa.org.

STAFF REPORT

Date: January 15, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Housing Program Work Plan: California and Nevada Housing Legislative Overview

Summary and Staff Recommendation:

Informational item only. Staff will present the Housing Program Work Plan approved by the Local Government and Housing Committee in November 2019 and identify how the workshops proposed in the work plan lead towards Regional Plan implementation. Guest speakers will provide an overview of recent changes to California and Nevada housing legislation with discussion on how these changes relate to the Lake Tahoe housing environment.

Project Description/Background:

Pressure in recent years on housing in the Lake Tahoe Region has led a scenario in which market delivery of affordable homes for workers is greatly reduced. Rising construction costs, historical zoning practices, regional wage disparities and other factors have led to production of large, higher priced homes that are primarily purchased by second homeowners, with fewer housing units being produced at a price that local workers can afford for ownership or rental. Increasing demand for second homes overall has placed additional pressure on existing homes, driving up costs and rents for available properties.

The high cost of housing has impacts on both quality of life, the environment and the capacity to meet regional goals. On the South Shore estimates show that approximately 20-30 percent of workers commute into the Basin from outside the region, and in the North Tahoe-Truckee region the percentage is even higher. A large commuting population contributes to greenhouse gas emissions, lack of workers in the Basin to deal with emergency situations, and degrading community cohesion. The high cost of constructing housing compared with a low return on investment often limits the ability of developers to provide affordable units in the mixed-use, transit- and pedestrian-oriented, town center developments called for in the Regional Plan. This affects the Region's capacity to reduce reliance on the automobile and realize water quality and energy efficiency goals of redevelopment.

To better quantify and develop strategies to address the resident/worker housing issues in Lake Tahoe, the Tahoe Prosperity Center and the Mountain Housing Council have completed housing needs assessments and are in the process of developing housing action plans that cover the South Shore and the Placer County portion of Tahoe's North Shore. The action plans will outline and prioritize tools that local partners can use as they design local and regional strategies to provide sufficient workforce and local resident housing, either through provision of new housing, or preservation of existing housing stock for the local market.

Several agencies and organizations throughout the region, as well as the California and Nevada state legislatures have already begun identifying and implementing priority strategies and passing new legislation. Some of these strategies and legislation, however, cannot be fully utilized in the Lake Tahoe Region because they conflict with TRPA policies.

To help determine the most appropriate actions for TRPA to take, and to identify possible regional gaps in implementation of the action plans, the Housing Program Work Plan proposes a series of Governing Board workshops, beginning in January 2020. The workshops will focus on:

- Housing policies and actions underway at the state and local levels, with the goal of understanding how these policies affect the Lake Tahoe Region
- North and South Shore housing action plans
- Identifying appropriate regional actions that TRPA could take to facilitate the provision of affordable and workforce housing in the Region

At the January Governing Board meeting, representatives from local government and the Nevada Legislative Council Bureau will provide information for the first workshop, which will consist of presentations on the following topics:

- California Housing Legislative Overview
- Nevada Housing Legislative Overview

TRPA staff will also provide a short overview of the Housing Work Plan and future workshop topics.

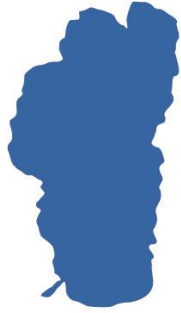
Contact Information:

For questions regarding this agenda item, please contact Karen Fink, Housing Program Coordinator, at (775) 589-5258 or kfink@trpa.org.

Attachment:

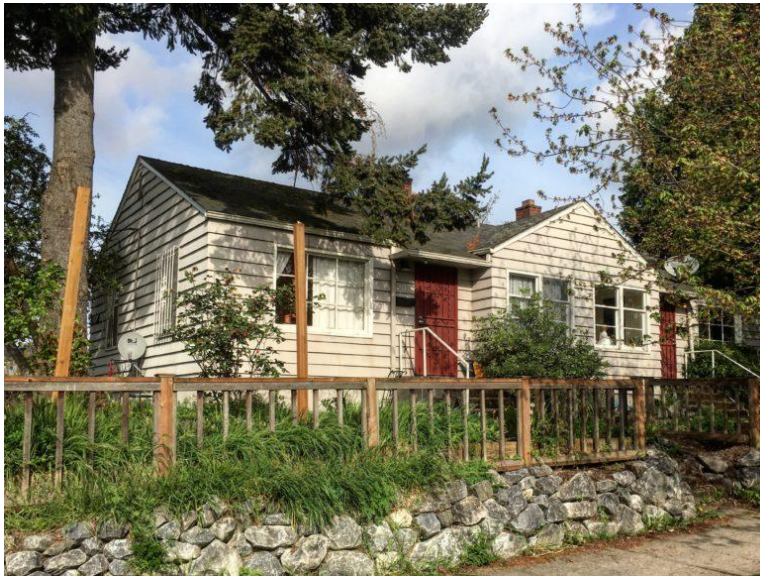
A. Housing Program Work Plan

Attachment A
Housing Program Work Plan



**TAHOE
REGIONAL
PLANNING
AGENCY**

HOUSING PROGRAM WORK PLAN



NOVEMBER 7, 2019

Introduction

Housing Program Work Plan

Over the last two years, recognition of a housing crisis in the Tahoe Region has grown. Nearly all local jurisdictions, as well as many other public entities, non-profit organizations and citizen-based groups have initiated steps to tackle different aspects of the problem. The housing problem is complex – there is no single factor that is impeding housing production or preservation. Instead a multitude of factors, such as construction costs, historical zoning practices, tourism pressures, uncertainty in the building process, social perceptions, technology-driven shifts in employment and wages and many other causes layer one on top of the other to drive housing costs up and market delivery of new units down. The Tahoe Regional Planning Agency is committed to partnering in the collaborative effort to unravel these layers, identifying regional gaps, and committing to leadership and participation by the agency in order to further implementation of the Regional Plan.

Two collaborative organizations, the Mountain Housing Council on the North Shore and the Tahoe Prosperity Center on the South Shore have taken the lead in their respective geographic regions to convene partners and pool funding to develop Housing Needs Assessments and Housing Action Plans. With near-term deliverables planned for between October 2019 and June 2020, these reports will provide critical information to decision-makers, such as the specific types and amounts of housing that are lacking in the region. The Housing Action Plans will identify a suite of prioritized strategies for local agencies and organizations to consider. TRPA will engage with the public and its partners on implementation of these strategies.

In the meantime, California has been rapidly approving legislative changes that require local governments to streamline the approval process and lift zoning restrictions on smaller homes and other types of achievable housing. It seems that every few months a new housing bill is signed by the California Governor, and Nevada too has begun enacting housing legislation. Also, local governments on the California side have applied for and received housing planning grants through California’s SB 2 legislation. El Dorado County, the City of South Lake Tahoe, and Placer County are using these funds to study potential changes to their Housing Elements and codes that would allow for more flexibility in constructing accessory dwelling units, streamlining of the development approval process for affordable housing, and providing objective design and development standards. The local jurisdictions will be ready to approve code changes in the Spring of 2020 and may look to TRPA for support in amending Area Plans or in adopting similar policies to provide consistency for project applicants.

At a regional level, there does not yet exist an organization that convenes partners and stakeholder groups from all sides of the Lake to share information and ideas, or to set regional housing goals. Other efforts, such as the Mountain Housing Council, the 9-County Bay Area Region “CASA Commitment”, and the TRPA’s recent Short-Term Rental Neighborhood Compatibility Working Group are successful models of bringing disparate parties to the table to recognize and commit to addressing a problem. The Tahoe Regional Planning Agency Governing Board recently renamed its Local Government Committee the “Local Government and Housing Committee.” This committee is poised to take on such a role.

The goal of this Work Plan is to set out a robust process for informing and engaging TRPA’s Governing Board, partners and the public on current housing issues and potential solutions, followed by implementation of identified strategies resulting from this process (implementation will constitute a second

phase). Through the Work Plan, TRPA will highlight the activities of different entities around the Basin in provision of housing, identify gaps, and work with partners to fill those gaps. As housing issues constantly evolve and change, this process will be on-going and iterative. This Work Plan addresses issues which are knowable now, while leaving flexibility for inevitable changes due to economic, technological, political and other shifts. TRPA expects to refine its plans as it continues to expand its understanding.

Summary

Element 1 – Overview of Existing Activities. TRPA staff provided an initial overview of Housing Initiatives in the Basin at the February 2019 Governing Board meeting. Staff will present an update to the Local Government and Housing Committee and TRPA Governing Board, highlighting recent accomplishments by Tahoe Basin entities; a high-level overview of South Shore and North Shore Needs Assessment outcomes; and TRPA’s Work Plan (this document) covering the next seven months. Key outputs of the Work Plan will be to clearly define how TRPA can work collaboratively on housing and broader concerns that affect housing, such as obtaining support for multi-objective achievable housing projects.

Products:

- Local Government Committee Presentation – Housing Work Plan, Overview of Housing Actions in the Basin
- TRPA Governing Board Presentation – Housing Work Plan, Overview of Housing Actions in the Basin
- Approved Housing Work Plan

Timing: November 2019

Element 2 – Understanding the Causes, Consequences and Solutions. Launch a series of Governing Board meetings that also serve as public workshops to discuss housing in the regional context. Partner with local organizations such as the Mountain Housing Council, Tahoe Prosperity Center, Saint Joseph Community Land Trust, Tahoe Home Connection, and other groups to highlight our current knowledge of the issues, present existing work on proposed solutions, and to develop appropriate, additional public outreach strategies. Consider bringing in guest speakers or outside groups. Actively engage the public and stakeholders to make sure everyone is operating from a shared base of knowledge, including traditionally hard-to-reach groups. Make workshops available by video on TRPA’s website after the meetings.

Products:

- Full South Shore/North Shore Needs Assessment and Housing Action Plans Presentation
- Mountain Housing Council ADU Policy Paper Presentation
- CA and NV Statewide Legislation Presentation
- Local Government Policy Changes Under Consideration
- Best Practices Presentations (ADUs, FAR/Density, Housing Types, Streamlining, Other Regional Approaches, etc.)



Timing:

January 2020: Needs Assessment and Housing Action Plans Presentation to GB
Mountain Housing Council Presentation of ADU Policy Paper to GB

February 2020: CA and NV Statewide Legislation/Local Government Policy Changes Presentation to GB

Element 3 –TRPA Housing Program Action Plan. As the Housing Action Plans from the various partners emerge, engage with partners to develop a TRPA Housing Program Action Plan specifying TRPA’s work toward implementing the Regional Plan and regional housing goals. The housing needs assessments from both North Shore and South Shore, as well as TRPA’s Housing Program Action Plan will be aligned to the core principles of the Regional Plan to drive housing action.

Across the United States, and particularly in the West, states, municipalities, and regions are changing zoning and land use policies to accommodate more diverse housing types and to correct jobs/housing imbalances. Depending on the unique characteristics of communities, different places focus on different mixes of new construction, preservation of existing housing, and protection of vulnerable communities. Already in Tahoe two community groups have emerged to open Tahoe’s second home stock to local renters. Responding to the greatest gaps in need to housing Tahoe workers who cannot now find or afford housing and in consideration of Tahoe’s extremely sensitive environment and limits on development, it is important that we find ways to incentivize much of the remaining new allowable development to be affordable, moderate, or achievable housing. TRPA has the opportunity to take the lead on aligning, organizing, and implementing region-wide reforms that incentivize these housing types to complement local government and other ongoing efforts.

As described in Element 2, staff will conduct public workshops with the TRPA board and others to fully discuss the different types of reforms that could be appropriate for our region, and to facilitate a discussion on the potential impacts of different policy options on affordable-achievable housing supply, neighborhoods, the environment, and other basin concerns. Laying the groundwork in this manner will allow the board to a) act quickly and with full information as local jurisdictions bring Area Plan amendments forward; and b) determine which, if any policy changes should be enacted at the region-wide level. Staff strongly advocates being part of the regional solution to the extreme undersupply of affordable-achievable workforce housing with supportive policy and action as long as the actions fall within the core principles of the Regional Plan and its environmental guidelines. Part of the solution will be collaboratively developing ways to assure new or unlocked workforce housing units are permanently preserved for workers and local residents.

Products:

- Approved TRPA Housing Program Action Plan

Timing:

- July 2020.

Element 4 – Support and Publicize Current Incentives and Action Plan. TRPA’s Development Rights Strategic Initiative was a milestone in opening the door for more sustainable redevelopment. Helping the public and stakeholders to understand and utilize these existing incentives is the next step. This element helps publicize current incentives, creates user-friendly on-line platforms and coordinates with local jurisdictions to streamline multi-agency permitting processes. This element will also include broadly informing and educating stakeholders and the public on the specific items from the new TRPA Action Plan. It is supported by the Housing Navigator/Ombudsperson who helps affordable, moderate, and achievable housing project applicants through the permitting process.



- Products:
- Deed-restriction webpage
 - Continue to upgrade parcel tracker and on-line tools that help applicants understand permissible uses and allowable densities, parking, etc. on individual parcels.
 - Biennial reports to GB on outcomes from Development Rights Strategic Initiative.
 - Workshops with Real Estate Agents, others to publicize incentives.
 - Other items from Action Plan as they are determined.

- Timing:
- On-going

Element 5 – Materials and Outreach. Regardless of the priorities identified as part of TRPA’s Action Plan, TRPA will create fact sheets, maintain TRPA’s housing webpage, and provide materials to the public and developers to advertise the type of housing needed and current incentives. TRPA will also draw on data from Research and Analysis and existing reports to create materials that illuminate aspects of the Basin’s housing opportunities and challenges for specific audiences.

Products:

- Housing Webpage updates
- Fact Sheets/Infographics

Timing:

- On-going



Budget

Staff will complete this work in-house, with a small amount of contract budget for printing and design of specialized materials. Budget comprises staff time for the roles outlined below.

Contract budget:

\$5,000 for design, printing and distribution of fact sheets and meeting notices.

Optional: \$10,000 for housing renderings and construction details specific to Tahoe.

Team

Housing Program Lead: Karen Fink

- The Housing Program Coordinator will oversee this Work Plan and manage staff assisting on specific tasks.
- Serve in the Housing Ombudsperson role, assisting affordable, moderate, and achievable project applicants to navigate the permitting process, including:
 - Assist potential affordable-achievable housing applicants to understand what is allowed on their property and how to obtain bonus units.
 - Serve as a contact for the applicant through the permitting process to help marshal resources or ideas as needed to facilitate projects.
 - Maintain a list of common obstacles experienced by applicants in building affordable, achievable, and moderate housing.
- Attend Leadership meetings, advise management on upcoming changes to state and local legislation related to housing, and on possible directions for TRPA related to housing.
- Work to align the Housing Program Work Plan with other key agency priorities, understand and communicate those priorities to the public and agency staff.
- Articulate TRPA's current stance on housing and promote existing TRPA housing incentives at public forums.
- Integrate statewide and local housing legislation changes and innovations into TRPA processes, as appropriate (via the Local Government and Housing Committee and TRPA Governing Board)
- Support basin-wide efforts to provide the appropriate amount of housing for the Region.
- Coordinate with Transportation, Research and Analysis, and Current Planning to provide input and support for related initiatives.

Housing Research Lead (1/4 of staff person's time): Rebecca Cremeen, Michael Conger or Alyssa Bettinger

- This person would research best practices for housing policies and assist with preparation and delivery of governing board presentations and staff reports.

Housing Intern: As needed

- Collect and organize data on housing in Tahoe; research best practices; create fact-sheets

Communications: Sarah Underhill

- Create consistent-looking fact sheets, reports and online content.

Other Departments:

- Draw on other department staff periodically such as Research and Analysis to keep data sources and online tools up to date.

Represent TRPA at Mountain Housing Council, Tahoe Prosperity Center, other public forums:

- Mountain Housing Council, Tahoe Prosperity Center Quarterly Meetings: John Hester, Chief Operating Officer -- lead.
- Karen Fink – lead on public forums; attend TPC and MHC Work Groups, alternate to John Hester for quarterly meetings, back-up for quarterly MHC and TPC meeting attendance.

Stakeholder Engagement

Stakeholder engagement is essential to garnering support for any proposed policy changes that will further support implementation of the Regional Plan. As noted above in Element 2, stakeholder feedback and participation will be an important part of the process. It will also be critical to work with those communities most in need of housing, and most affected by any changes to housing patterns.

Board and Committee Roles

Local Government and Housing Committee – Staff will vet action proposals with LGHC before taking them to the Governing Board for approval.

Governing Board – Presentations and workshops on housing needs, legislation, and best practices will be in front of the full governing board. Work Plan and commitment to TRPA Housing Program Action Plan will come to the full board for approval after a recommendation for approval from LGHC.



Timeline

	Nov/ Dec- 19	Jan- 20	Feb- 20	Mar- 20	Apr- 20	May- 20	Jun- 20	Jul- 20
Housing Work Plan Timeline								
Housing Work Plan, Overview of Housing Actions in the Basin Presentation (LGHC/GB)								
South Shore/North Shore Needs Assessment and Housing Action Plans Presentation (GB)								
Mountain Housing Council Presentation of ADU Policy Paper (GB)								
CA and NV Statewide Legislation Presentation (GB)								
Local Government Policy Changes Under Consideration (GB)								
Best Practices Presentations (ADUs, FAR/Density, Housing Types, Streamlining, Other Regional Approaches, etc.) (GB)								
TRPA Housing Action Plan Presentation and direction (LGHC/GB)								



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STAFF REPORT

Date: January 15, 2020

To: TRPA Governing Board

From: TRPA Staff

Subject: Tahoe Douglas Visitor’s Authority Tahoe South Event Center Draft Environmental Assessment, TRPA File# ERSP2017-1212, 55 Highway 50, Stateline, NV (Douglas County, Nevada, APNs 1318-27-002-006)

Summary and Staff Recommendation:

No action is required at this time. Staff requests the Governing Board (GB) offer comments and solicit public input on the Draft Environmental Assessment for the Tahoe South Event Center project.

Background & Summary:

In November 2017 the Tahoe Douglas Visitor’s Authority (TDVA) submitted a project application to TRPA for a 6,000-seat Event Center located in Stateline, Douglas County, Nevada at the southeast corner of the US Highway 50 intersection with Lake Parkway on the site where Mont Bleu is currently located. The TDVA is responsible for the planning, construction and eventual operation of the Event Center. TRPA released the draft Environmental Assessment on January 13, 2020. The EA identifies scenic quality, groundwater interception, and traffic impacts and mitigations are summarized and discussed below. The analyses conclude that all potential impacts can be fully mitigated with specific and enforceable mitigation. In particular, the traffic mitigations require an aggressive mitigation monitoring program and mandatory adaptive measures in the event monitoring reveals that transit service and parking management are not achieving the required trip and VMT reduction performance measures. TRPA is seeking Board and public comment on the draft environmental analysis, proposed mitigations, and project conditions before bringing the project for decision.

Project Location:

The Tahoe South Events Center (Event Center) Project is proposed in Stateline, Douglas County, Nevada at the southeast corner of the US Highway 50 intersection with Lake Parkway. The project area consists of portions of two parcels currently owned by Edgewood Companies: the site of the MontBleu Resort Casino and Spa (APN 1318-27-001-007) and an adjacent undeveloped parcel (APN 1318-27-002-006). Within the project area, the proposed improvements associated with the Events Center will be sited within a 13.3-acre project area boundary that fits almost entirely within the existing already developed area of the MontBleu surface parking lots.

Applicant’s Project Purpose and Need:

The environmental assessment sets out the applicant’s summary of the need for the project. Key elements are summarized here. The South Shore of Lake Tahoe currently lacks a year-round venue suitable to host conventions, trade shows, special events and entertainment. The desired condition is a high-quality public assembly and entertainment venue for residents and visitors to the south shore of

Lake Tahoe. There is also a desire to reinvent the built environment, animating the street with retail, dining, entertainment and events, providing aesthetic and environmental enhancements, and improving the area's market position and visitor experience.

As proposed, the Event Center will limit attendance from mid-June through the Labor Day weekend to no more than 2,500 persons per day. Hotel, motel, timeshare, and vacation home rental occupancies within and adjacent to the tourist core operate at near capacity during these peak summer months, commanding high room rates compared to the remainder of the year, particularly spring and fall. Due to high rate and occupancy, the summer room night inventory is not available to accommodate discounted room blocks necessary to attract group sales. Accordingly, since occupancies are at near capacity during the peak summer months, the Event Center project analysis assumes little to no increase in peak summer occupancy in as much as lodging inventory is already occupied. It is anticipated the Event Center will increase occupancy in the spring, fall and winter, particularly mid-week when discounted group sales' room blocks are available. This is expected to change the business model favorably for the South Shore because it will generate steadier business revenues over more of the year. To respond to both the name brand entertainment component and sports tourism, a facility capable of accommodating the seating for 6,000 persons for entertainment and with an area of 29,000 sf for sporting events is proposed. This space allocation will also accommodate floor exhibition and trade show functions, as well as banquet seating for up to 1,500 persons. To host the range of anticipated events, approximately 10,000 sf of meeting rooms, a commissary kitchen, concession stands, locker rooms, dressing rooms, storage, ticket office, and supporting office spaces are programmed. Most annual events (approximately 90) are expected to draw between 250 and 1,200 attendees.

Project Description:

The following description summarizes the applicant's project description set out more fully in the Environmental Assessment. The proposed Event Center building would consist of two levels: an event floor level and a suites and offices level. The building footprint is approximately 88,000 square feet and the total floor area is approximately 122,000 square feet. The proposed Events Center design has a maximum height of 85 feet and complies with the maximum height limits within 100 feet of U.S. Highway 50 (i.e., over 80 percent of the portion of the Events Center located within 100 feet of U.S. Highway 50 is below 56 feet in height). The facility's design would offer the flexibility of hosting a wide variety of events including conventions and conferences, sports, trade shows, performing arts and musical concerts. The maximum seating capacity is approximately 6,000, which would include floor seating for a concert or performing arts event.

During trade shows, ice skating shows, and sporting events, such as hockey, basketball and volleyball, up to 4,200 seats would be available. To reduce traffic loads and competition with other area venues during the peak season, which runs from June 15 through Labor Day, a 2,500-seat limit would be implemented for the Events Center during the peak season along with a paid parking program and a new micro transit service. In addition, the Events Center is designed for "shelter-in-place" (i.e., as an emergency shelter) during an emergency should a natural disaster occur in the area. Office and meeting spaces are designed to accommodate Event Center administration, the TDVA and the Tahoe Chamber of Commerce. It is anticipated that community meetings such as the Douglas County Board of County Commissioners would be held in one of the meeting rooms. It is estimated that the Event Center could host approximately 130 events per year at forecasted operating efficiency, with most of the events likely occurring in spring, early summer, and fall months.

The Event Center's proposed exterior design is in response to the prominent location that the facility would have along U.S. Highway 50 and its position as the gateway to the south shore. Through a combination of building materials, colors, façade articulation and setback from the roadway, the Events Center will incorporate architectural design strategies and site planning principles to upgrade the character and quality of the nearby built environment. The building height has been minimized to the extent possible to comply with the maximum heights defined in the South Shore Area Plan and to aid the transition from the Resort Recreation District to the casino towers in the High-Density Tourist District.

Consistent with the recommendations for improving the scenic quality along the corridor, the space surrounding the Event Center would be enhanced through the removal of over 60,000 square feet of surface parking to create a more attractive and better integrated development by softening building contours, reducing the amount of paved or bare dirt areas, and providing a visual transition between building and site. The proposed design would repurpose the space between the Event Center and MontBleu for use as an event lawn, public plaza and pedestrian paths connecting the Event Center with the adjacent streetscape. The event lawn is flexibly designed to accommodate outdoor activities associated with the Events Center and other community events. Direct pedestrian connections are provided from the street level to the Event Center to enhance the walking environment and create interesting gathering spaces. A key feature of the enhanced streetscape design is a transit pull-off with shelters to maximize the benefit of public transportation opportunities.

Environmental Assessment:

A draft EA has been released for the project. The EA assesses whether the project may proceed without preparation of a full Environmental Impact Statement (EIS) if all potential impact can be safely determined not to be significant or adequately mitigated. The draft EA may be found here: <https://www.trpa.org/document/projects-plans/> The primary issues identified in the EA are:

Scenic Resources:

The project area is visible from two scenic roadway units (Units 31 and 32) and from Recreational Area 37 (Heavenly Ski Resort). The project area is also visible from other scenic resources areas, but the scenic quality of these areas would not be affected by the construction of the Events Center due to the distance and intervening vegetation between the structure and the scenic viewpoints.

A scenic impact analysis, visual simulations and a massing study are included in the EA. Simulations were prepared from a variety of viewpoints. The EA also includes an analysis of alternatives to the project that includes evaluating the scenic impacts from a different location for the Event Center and an alternative that includes a reduction in height of the structure. The alternative analysis concludes the preferred site is the proposed location at the corner of Highway 50 and Lake Parkway.

Within the boundary of the Event Center project area, pedestrian-oriented development along Highway 50 would include increased building setbacks compared to existing developments, a visible event lawn, improved landscape elements and street trees, new pedestrian amenities, and a unified façade, oriented toward the street and transit facilities. Overhead utilities along the east side of U.S. Highway 50 (at the Lake Parkway intersection) would be removed as part of the adopted South Shore Community Revitalization Project (i.e., Loop Road), or if that project is not constructed, would be completed within the Event Center project area and immediately across Lake Parkway as part of the proposed project. Based on these elements and including the proposed building design, materials, and colors, the EA

concludes there may be an incremental improvement to the applicable roadway travel route threshold rating and no mitigation is required. Conditions of approval will require:

1. Coordination with the Main Street Management Plan streetscape design to ensure consistency in the type and location of pedestrian amenities.
2. Final TRPA approval of building materials and colors.
3. Final approval of landscape and irrigation plans and streetscape design.

Groundwater Interception:

Groundwater is expected to be intercepted during construction and seasonally over long term operations of the facility. Generally, seasonal high groundwater measurements across the project area range from 13.5 feet to over 25 feet below ground surface (bgs) where excavations are proposed. The Proposed Action requires a maximum excavation depth of approximately 25.5 feet, which would extend approximately 12 feet below the seasonal high groundwater levels at the eastern extent of the proposed structure (located at the back of house and vehicle service area).

Most of the excavation depths are not anticipated to extend to the seasonal high groundwater level. However, because of seasonal fluctuation and the timing of construction, variable depth to bedrock, and slope topography across the site, the need for construction and post construction dewatering is anticipated. The TRPA Code of Ordinances allows for the interception of groundwater if “there are no feasible alternatives for locating mechanical equipment, and measures are included in the project to prevent groundwater from leaving the project area as surface flow, and any groundwater that is interfered with is rerouted in the ground water flow to avoid adverse impacts to riparian vegetation.” Mechanical equipment such as boilers, electrical, chillers, and an elevator are located on the ground floor which is the same level as the event floor. According to the project architect the building would not be marketable if mechanical equipment associated with back of house functions (such as loading/unloading dock) were not located on the same level as the event floor. The EA identifies mitigation for groundwater interception which includes dewatering during construction and over long-term operations of the facility that will prevent the intercepted groundwater from leaving the site as surface flow.

During construction temporary dewatering wells will be constructed and intercepted groundwater will be captured and discharged to the vacant property north of Lake Parkway through a system of sprinklers which will require approval from the Nevada Division of Water Resources. The intercepted groundwater will be pumped through a settling tank to allow any suspended sediment to settle out prior to the water being discharged into the undeveloped meadow across Lake Parkway Drive.

During the long-term operations of the facility permanent dewatering is required. Groundwater will be intercepted behind the retaining walls located at the back of house service dock area and rerouted to a permanent on-site infiltration facility to ensure runoff does not leave the site as surface flow. The capacity of the permanent facility is oversized by a factor of four to accommodate flows from above average winters. The groundwater infiltration facility will be located downslope from the Event Center and will be separate from the proposed underground stormwater infiltration facility. Conditions of approval addressing groundwater interception will require:

1. Review and approval of final temporary and permanent dewatering systems.
2. A maintenance and monitoring plan for the dewatering and infiltration facilities to ensure long-term functionality of the system.
3. Construction of the permanent infiltration facility to be completed by October 15 of the first construction season. Once the permanent dewatering facility is completed the temporary system will be discontinued to avoid surface dewatering over the winter while snow is on the ground.

Transportation:

The EA describes the existing traffic, parking, and circulation system in the vicinity of the project site, presents the regulations applicable to the study area, identifies significance criteria for traffic, parking, and circulation impacts, and evaluates the potential impacts associated with “no project” and “plus project” conditions. In addition, future cumulative transportation impacts are evaluated, and mitigation measure are identified.

TRPA requires that a transportation analysis be based on traffic impacts occurring on a peak summer day in August. The following key assumptions are applied in the transportation analysis for the summer “design day”:

- A 2,500-attendee concert/entertainment or sporting event occurs at the proposed venue
- The proposed paid parking program and micro transit service are implemented
- Casino core employees are exempted from the paid parking program
- Only one event occurs at the proposed event venue over the course of the day
- No concert event occurs at Harvey’s same day or concurrently.

Paid parking and micro transit service are key elements of the project description that are aimed addressing impacts related to traffic. The assumptions for the paid parking program are as follows:

- **At a minimum, the paid parking program would be in place daily during the peak summer visitation period (e.g., mid-June to mid-September) and each weekend during heavily visited seasons throughout the rest of the year. Employees are exempted from the paid parking program. The traffic analysis assumes no 6,000 capacity events occur without paid parking.**
- Paid parking is assumed for Harveys, Harrah’s, MontBleu and Hard Rock Hotel and Casino.
- A flat parking fee of \$20 per day, at a minimum, is assumed. This includes all guests/customers, including club card holders.
- No other changes in parking supply and controls are assumed. The existing paid parking at the Heavenly Village Parking Garage and along Transit Way and Bellamy Court are

assumed to stay in place, along with other existing parking limitations. No other parking management measures (such as additional parking duration limits) are assumed.

Due to the unique setting of the proposal (imposition of a district-wide paid parking program in a recreation/gaming-focused activity center set in a mountain resort area), there are no case studies or previous research projects that generate findings that can be directly applied.¹ Therefore, the approach to the EA traffic analysis to determine vehicle trip reductions from paid parking involves a two-step evaluation. For each type of trip, the professional literature is reviewed to identify a “generic” reduction for the context in which the studies were conducted (larger urban settings). Then the reduction based on those studies is adjusted for various transportation factors specific to the Stateline area of the Tahoe Region. A subsequent peer review further modified the assumptions and analysis for trip and VMT reductions based on transit and parking mitigation (see “Peer Review” discussion below).

The proposed parameters of the micro transit service are as follows:

- A general route would be followed between the Round Hill, NV area on the north and the Bijou Center, CA area on the west, including a one-way loop around Pioneer Trail, Ski Run Boulevard and US 50. Key stops would be served on a schedule, and the vehicles would deviate up to a half-mile to serve requests received through an app, by phone, or on request to the driver.
- Service would be provided from approximately June 15th through September 15th (encompassing the peak summer period), from 10 AM until 2 AM on Fridays, Saturdays and holidays, and from 10 AM until 10 PM on other days (encompassing the peak traffic period).
- Service would be provided with a minimum of two vehicles at a time. In off-peak times, this would result in service every 30 minutes, while in peak traffic times delays would increase travel times to approximately 45 minutes.
- The service would be operated using a vehicle with 20 to 25 passenger capacity.

The traffic analysis determined the micro transit potential daily ridership based on the current productivity (passengers per vehicle-hour) of existing services adjusted to reflect the specific characteristics of the proposed service.

Vehicle Trip and VMT Impacts and Mitigation:

The EA concludes that with paid parking and micro transit in place, the proposed project is expected to result in a reduction in daily vehicle trips and vehicle miles travelled (VMT) on a busy summer day over existing levels and would maintain VMT levels below the adopted TRPA threshold standard. It is possible that a net increase in VMT could occur if the proposed paid parking program and micro transit service do not result in a sufficient reduction in vehicle trips to achieve a net zero increase in VMT. As this would exceed the performance standard, this is considered a potentially significant impact and the following mitigation measures are prescribed in the EA:

¹ No quantitative before-and-after studies of traffic impacts have been conducted for other mountain resort commercial centers such as Aspen, Park City or Breckenridge that have implemented paid parking over the last 20 years.

Mitigation: As the proposed event venue use is estimated to generate a total of approximately 17,303 VMT (16,382 VMT generated by event attendees plus 416 VMT generated by event venue employees/staff plus 505 VMT generated by delivery/service vehicles) on the summer design day before reductions are taken for paid parking and micro transit, mitigation is required to ensure that the paid parking program and micro transit service are effective in achieving a net zero increase (or a net reduction) in VMT.

Traffic reduction measures proposed by the Project to meet the performance standard of no net increase in VMT follow and will be coordinated and integrated with the upcoming Main Street Management Plan (MSMP) process to ensure their efficacy:

- Paid parking program (results in a 1.8% reduction in existing peak summer VMT in the Tahoe Basin that offsets all new VMT generated by a summer event).
- Micro transit service (0.2% additional reduction of peak summer VMT by a summer event).
- A new bus pullout on U.S. 50 with a shelter near the main entrance of the proposed event venue building.

Potential Additional Measures

Additional transportation demand management (TDM) measures may be required and must be integrated with the upcoming Main Street Management Plan. Some potential additional measures to meet the performance standard are as follows:

- The maximum event size during summer peak periods could be reduced.
- The lack of public transit service after 8:00 PM could be addressed. For instance, the micro transit program could be augmented at the end of major events (over 500 attendees) to ensure that exiting transit riders can be adequately accommodated. The specific level of service will vary depending on specifics of the event (size of event, those generating a high proportion of local or day visitors vs. those generating a high proportion of overnight visitors, timing of the event, lodging packages marketed as part of the event, etc.). The micro transit app should be used to group passengers and organize bus trips to best serve the specific demand of the individual event. Service should be designed to attain a standard of an average wait time of no more than 15 minutes and a maximum wait time of 30 minutes.
- Lodging and event marketing materials could clearly define the required parking fees (separate from the room rate or event ticket cost) and could also provide information regarding alternative forms of transportation.
- Secured bicycle parking could be provided as part of the Events Center facility.
- Employee showers and locker rooms could be provided.
- The Event Center Facility management could designate an Employee Transportation Coordinator (ETC), responsible for implementation and All employees could be informed as to the availability of free transit service.

- Resort hotel paid parking revenues could be used to provide free bus passes for resort hotel employees. All employees would then be informed as to the availability of free transit service.
- Alternative transportation information could be provided to all employees.
- A single rideshare matching program could be implemented for employees of all resort hotel major employers.
- The Event Center management firm could be a member of the South Shore Transportation Management Association.
- The Events Center Project could potentially provide a transit capacity improvement to reduce traffic on U.S. 50. For example, the Event Center Project could provide the subsidy cost (payment to transit provider) for an additional fixed route bus operating during the peak summer and winter seasons. Or, the Event Center Project could provide payments to transit providers to offset the loss of revenue associated with making some or all transit routes free to the rider. (This is also a potential mitigation measure under roadway LOS impacts.)
- Event marketing materials could encourage the use of public transit and non-auto access to the event.
- Employer-sponsored vanpool/shuttle and preferential carpool/vanpool parking
- Parking supply could be managed to reduce the convenience of auto access to the site. This could include expansion of carpool/vanpool parking, or reduction in total parking supply. Any spillover parking would need to be controlled, such as via parking restrictions or on-street market rate parking.

Mitigation measures in the EA will be used to develop conditions of approval for the project and a mitigation monitoring plan, that will include post project traffic surveys, will be required in order to document the benefits of the paid parking and micro transit programs. In addition, an adaptive management strategy will be required, which will allow for changes to the paid parking and micro transit programs, or implementation of other traffic reduction measures, to ensure anticipated reductions in vehicle trips and VMT are achieved.

Peer Review

To determine whether the assumptions in the environmental assessment's traffic analysis regarding the effects of paid parking and micro transit were reasonable, TRPA retained a transportation consulting firm to independently peer review the traffic analysis. The peer review evaluated the key assumptions used in the project's environmental assessment, including mode shift, base reductions for non-auto travel, reductions for paid parking, reductions for micro transit service, and VMT methodology and impacts. The peer review identified a concern that assumptions for a number of items (microtransit, TTD route) are not explained as to how the percentages were derived. The peer reviewer recommended establishing a range of mode shift effectiveness assumptions will also allow the identification of the inflection point where diminishing benefit returns occur (i.e., VMT benefits become zero).

In response to the peer review, the traffic analysis was revised to include a sensitivity analysis that better reflects the uncertainty in percentage trip and VMT reductions as a result of paid parking and transit service. The sensitivity analysis presents the possible reductions as a range rather than a fixed percentage that could imply a certainty that cannot be established based on available research studies. Based on this more conservative analysis, and other information incorporated based on the peer review, the EA determined the impact to vehicle trips and VMT to be potentially significant. In response, the EA includes performance standards, a mitigation measures menu, as well as post project monitoring and adaptive management requirements to confirm that the performance measures (no new trips or VMT) for the Event Center project are achieved. The Events Center parking management plan and micro transit proposal will be required to coordinate and integrate with the Highway 50 Project's Main Street Management Plan, once adopted.

Conditions of approval addressing transportation impacts will require:

1. Post project coordination with the Main Street Management Plan which may result in a revised parking management plan and micro transit implementation plan to complement the parking management and transit objectives of the MMP. This condition shall be satisfied prior to operation of the Event Center.
2. Project traffic monitoring, beginning the first summer season after project approval to collect updated baseline traffic volumes and to conduct visitor surveys regarding the type, purpose and origin of trips.
3. Post project construction traffic monitoring to validate the effect of the paid parking program and micro transit shuttle on required traffic reductions.
4. Development of an adaptive management plan, including ongoing coordination with the MMP parking and micro shuttle programs, for implementing additional traffic reduction measures (identified in the EA mitigations) if post project surveying and monitoring determines the required vehicle trip and VMT reductions are not being met.
5. A new bus pullout on U.S. 50 with a shelter near the main entrance of the proposed event venue building.
6. Recordation of a TRPA approved deed restriction limiting the Event Center capacity to 2,500 persons during the period from June 15 thru Labor Day.

Comment Requested:

Today's action is a public hearing on the draft Environmental Assessment to solicit Governing Board and public comment on the environmental document, particularly on the traffic analysis and proposed mitigations and project conditions to implement the mitigations.

Contact Information:

For questions regarding this agenda item, please contact Paul Nielsen, at (530) 318-6025 or pnielsen@trpa.org



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STAFF REPORT

Date: January 15, 2020
 To: TRPA Governing Board
 From: TRPA Staff
 Subject: Update on the Main Street Management Plan and Other Components of the US 50/South Shore Community Revitalization Project

Summary and Staff Recommendation:

This staff report provides a brief update on the Main Street Management Plan and the South Shore Community Revitalization Project. This item is for informational purposes and no action is required.

Project Description/Background:

Prior to permit acknowledgement of Phase 1 of the South Shore Community Revitalization Project (SSCRP), the Main Street Management Plan (MSMP) must be developed and adopted by the TRPA Governing Board. The MSMP will provide a plan for the transition of the Main Street area after its conversion from a five lane US highway to a space which enhances the business environment, visitor experience and environmental sustainability. TRPA, as a partner agency and in coordination with the Tahoe Transportation District (TTD), is the lead in developing the MSMP. TTD is the lead in developing and completing three components of the MSMP and the remaining project conditions/components of the SSCR, as shown in the table below.

Project Condition/Component	Lead Entity
Main Street Management Plan must be approved by TRPA before proceeding with roadway realignment	TRPA
<ul style="list-style-type: none"> • Main Street Design and Wayfinding • Main Street Management Plan Transit Circulator • Main Street Management Plan Property and Improvements Ownership, Management, and Funding • Parking Management 	TRPA TTD TTD TTD
Replacement Housing - 109 Transit Oriented Development (TOD) Residential Units (102 low income, 7 moderate income).	TTD
<ul style="list-style-type: none"> • 76 units shall be constructed prior to displacement of any residents for any part of the SSCR. • No less than 33 units shall be constructed before or concurrent with the roadway realignment. 	
Rocky Point Neighborhood Amenities Plan	TTD

US 50 Engineering and Construction Plans	TTD
Secure Project Funding	TTD

TRPA Status Report:

Main Street Management Plan Design

- TRPA staff and consultants are combining the two draft alternatives reviewed in November by the Stakeholder Working Group (SWG) into one final alternative to be presented to the SWG in early/mid 2020. The focus of the next few months will be on other components of the Main Street Management Plan, including parking management, transit, ownership and operation of new facilities, and funding.

Outreach

- TRPA staff presented an update on the plan’s status and the two draft alternatives to the Soroptimist Group and the South Tahoe Chamber of Commerce Board of Directors in December. Both groups provided input that will be used to inform the final street design and were supportive of the plan.

TTD Status Report:

Main Street Parking Management Plan

- TTD has begun work on the Parking Management Plan, which among other things, will include wayfinding strategies for signage directing users to parking and other landmarks, as well as strategies to implement applicable technology to transmit real time information to drivers about parking and transit options and a plan for parking operators in the Main Street corridor. TTD and Dixon Consulting, the subcontractor assisting with the plan, will hold a parking symposium in February. The morning session of the symposium will be informational and focus on best practices for parking systems in mountain communities that could be applied to both North and South Lake Tahoe. The afternoon session will be specific to the Main Street project area. Parking owners and operators, local jurisdiction representatives, business owners and the MSMP Stakeholder Working Group are invited to attend the symposium.

Replacement Housing

- In November, Pacific Development Group and TTD applied to the City of South Lake Tahoe for an amendment to the Tourist Core Area Plan. The amendment incorporates three parcels adjacent to Ski Run Blvd and Pioneer Trail into the existing Tourist Core Area Plan and allows for an increase in density for multi-family residential by 17 units. The RPIC reviewed the amendment in December with no major concerns. The City of South Lake Tahoe City Council will review the amendment on March 3rd. If approved, it will be considered by the TRPA Governing Board in April.

Contact Information:

For questions regarding this agenda item, please contact Alyssa Bettinger, Associate Planner, at (775) 589-5301 or abettinger@trpa.org.

STAFF REPORT

Date: January 15, 2020

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Discussion and possible recommendation for Amendment to Chapter 84 of the TRPA Code of Ordinances regarding development standards for Stream Mouth Protection Zones

Summary and Staff Recommendation:

Staff recommends that the Regional Plan Implementation Committee recommend Governing Board approval of the proposed amendments to the Code of Ordinances. These amendments address implementation of the Shoreline Plan relating to utility infrastructure within a Stream-Mouth Protection Zone.

Required Motions:

In order to recommend adoption of the proposed ordinance amendments, the Regional Plan Implementation Committee must make the following motion(s), based on the staff summary:

- 1) A motion to recommend approval the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary; and
- 2) A motion to recommend adoption of Ordinance 2019-_____, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

In order for the motions to pass, an affirmative vote of a majority of the quorum in attendance is required.

Background:

In October 2018, the Governing Board adopted the Shoreline Plan, a comprehensive program for regulating uses and structural development in the shorezone and lakezone. As part of that plan, TRPA designated Stream-Mouth Protection Zones (SMPZs) around the lake to protect important fish habitat. SMPZs generally represent the historical meander pattern of creeks and rivers tributary to Lake Tahoe that support, or could support if restored, migrating fish populations.

Within a designated SMPZ, no new structures are allowed. Maintenance and repair of existing structures are allowed; reconstruction, expansion, and modification, however, are prohibited. Though TRPA developed these restrictions with a focus on piers, buoys, and other moorings, the code language presently applies to all structures within the shorezone.

Structures within the shorezone include water-intake and sewer lines and public and quasi-public utility lines and appurtenant facilities (e.g. pumps) submerged in Lake Tahoe. Some of these lines are located within designated SMPZs. Submerged utility lines require periodic maintenance or modification in order to continue serving their customers. In some cases, older utility lines may no longer be serviceable and would require complete replacement rather than repair. As technology changes, service providers may also need to modify or reconfigure submerged infrastructure.

Under current code provisions, such reconstruction or modification to utility lines in SMPZs would not be allowable. Strict adherence to this provision could result in disruption of essential services to developed parcels if there are no feasible alternatives to replace a degraded utility line. In the most serious of cases, a wastewater line that has degraded beyond repair could discharge untreated sewage into the lake.

The Shorezone Steering Committee reviewed the proposed amendment and generally supported it. The League to Save Lake Tahoe supports the exemption within SMPZs as long as the reconstruction, modification, or expansion does not increase the service capacity of the utility provider. In response, TRPA staff notes that service capacity is regulated independently by TRPA's growth control mechanisms (i.e., development rights). The Tahoe Lakefront Owners Association generally supports allowing reconstructions, modifications for all structures including piers.

Amendment Description:

This proposal amends Chapter 84 of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A. The proposed amendment would modify Subparagraph A.1.b, *Stream-mouth Protection Zones*, of Subsection 84.4.3, *Piers*. The amendment would specify that water-intake lines, wastewater lines, and other essential services may be repaired, replaced, upgraded, reconstructed, or expanded, as long as there is no increase in service capacity.

Environmental Review:

The Code amendment has been reviewed in an Initial Environmental Checklist (IEC) pursuant to Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The IEC, which tiers from the Shoreline Plan Environmental Impact Statement (EIS), finds that the proposed amendments would not result in significant effects on the environment (see Attachment C).

Regional Plan Compliance:

The proposed amendments to the Code of Ordinances are consistent with the Shorezone and Fisheries Subelements, which are components of the Regional Plan's Conservation Element.

Contact Information:

For questions regarding this item, please contact Michael Conger, AICP, Senior Planner, at (775) 589-5221 or mconger@trpa.org.

Attachments:

- A. Adopting Ordinance
Exhibit 1: Code Amendments
- B. Required Findings/Rationale
- C. Initial Environmental Checklist (IEC)

Attachment A

Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2019-

AN AMENDMENT TO ORDINANCE NO. 87-9, AS PREVIOUSLY AMENDED, TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTER 84 REGARDING UTILITY LINES WITHIN STREAM-MOUTH PROTECTION ZONES AND OTHER MATTERS PROPERLY RELATED THERETO

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

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 87-9 by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The TRPA Code of Ordinances amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.50 Prior to the adoption of this ordinance, the Governing Board made the findings required by Section 4.5 of the TRPA Code of Ordinances, and Article V(g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 87-9, as previously amended, is hereby amended by amending the TRPA Code of Ordinances, as set forth in Exhibit 1.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective on_____

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on _____, 2019, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

William Yeates, Chair
Tahoe Regional Planning Agency,
Governing Board

Exhibit 1 to Attachment A

Code Amendments

EXHIBIT 1

CODE AMENDMENT

Text to be added shown in ~~red with strikeout~~.

Text to be deleted shown in blue with underline.

Modify Subparagraph A.1.b of Subsection 84.4.3 to read as follows:

CHAPTER 84: DEVELOPMENT STANDARDS LAKEWARD OF HIGH WATER IN THE SHOREZONE AND LAKEZONE

84.3. PIERS

84.4.3. Development Standards

In addition to the general standards in subsection 84.3.2, mooring buoys are subject to the following standards:

A. General Standards

1. Stream-mouth Protection Zones.

- a. Designation Criteria: Stream-mouth Protection Zones shall generally represent the historical meander pattern of creek and rivers tributary to Lake Tahoe that support or could with restoration support migrating populations of fish. The designated area shall include all portions of the shorezone, including areas lakeward, if the designation is a linear distance from the stream-mouth.
- b. Development Restrictions: No additional shorezone structures shall be permitted in Stream-mouth Protection Zones. Maintenance and repairs to existing structures may be allowed; ~~Re~~reconstructions, expansions and modifications of existing structures shall be prohibited, except for private water-intake lines and public and quasi-public utilities, such as water, wastewater, power, gas, and communications services. Shorezone structures may only be relocated outside of Stream-mouth Protection Zones if authorized by other provisions of this Code.
- c. Adjustment in Zones: TRPA may adjust a Stream-mouth Protection Zone if an applicant can demonstrate that the location for a proposed project is outside of the historical meander pattern for the applicable stream or river. In order to make the necessary demonstration, the applicant shall select from a list of TRPA-approved experts to conduct an applicant-funded historical meander study.

d. The placement of a pier shall be prohibited within Stream-mouth Protection Zones of the following creeks and rivers:

- (i) Third Creek;
- (ii) Incline Creek;
- (iii) Wood Creek;
- (iv) Slaughterhouse Creek;
- (v) Upper Truckee River;
- (vi) Taylor Creek;
- (vii) Tallac Creek;
- (viii) Cascade Creek;
- (ix) Eagle Creek;
- (x) Lake Tahoe Tributary at Mouth of Paradise Flat;
- (xi) Lonely Gulch Creek;
- (xii) Meeks Creek;
- (xiii) General Creek;
- (xiv) McKinney Creek;
- (xv) Quail Creek;
- (xvi) Madden Creek;
- (xvii) Blackwood Creek;
- (xviii) Ward Creek;
- (xix) Truckee River;
- (xx) Dollar Creek;
- (xxi) Watson Creek;
- (xxii) Griff Creek;
- (xxiii) Baldy Creek; and
- (xxiv) Snow Creek.

Attachment B

Required Findings/Rationale

ATTACHMENT B

REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3. 3 – Determination of Need to Prepare an Environmental Impact Statement

Finding: TRPA finds that the proposed Code amendments will not have a significant effect on the environment.

Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed amendments to the Code of Ordinances (see Attachment C). The IEC found that the proposed Code amendments would not have a significant effect on the environment.

The proposed amendment is consistent with and will implement the Shoreline Plan. The amendment is minor in nature and are not anticipated to result in environmental effects. The proposed amendment is consistent with the assumptions and analysis supporting the [Shoreline Plan Environmental Impact Study \(EIS\)](#). As demonstrated in the EIS and accompanying findings, implementation of the Shoreline Plan will not result in an unmitigated significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4. 4 – Threshold-Related Findings

1. Finding: The project (amendments to the Code of Ordinances) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The amendments are substantially consistent with the Shoreline Plan’s project description, environmental baseline, and associated policies. The code changes are minor in nature and will not result in environmental effects. The code amendments are consistent with Regional Plan policies that call for establishment of adequate services and protection of liquid and solid wastes from entering Lake Tahoe. As such, the amendment will support the achievement and maintenance of thresholds. The amendments are consistent with all applicable goals and policies and implementing elements of the Regional Plan.

2. Finding: The project will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the [EIS](#) and [findings](#) for adoption for the Shoreline Plan, implementation of the Shoreline Plan will not

cause the environmental threshold carrying capacities to be exceeded. The proposed amendments to the Code of Ordinances are intended to more effectively facilitate Shoreline Plan implementation.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendment would not adversely affect any state, federal, or local standards. The amendment is intended to add an unintentionally omitted Code provisions, which will maintain consistency with the Shoreline Plan.

TRPA Code of Ordinances Section 4. 6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

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

Rationale: As demonstrated in the Chapter 4 [findings](#) for adoption of the Shoreline Plan (see Attachment C of the October 24, 2018 Governing Board packet), implementation of the Shoreline Plan will achieve and maintain thresholds. The proposed amendments to the Code of Ordinances will improve implementation of the threshold attainment strategies by providing a means to proactively replace and upgrade utility lines before deterioration causes impacts to the lake.

Therefore, the Code of Ordinances, as amended by the proposed amendments, and in combination with other regulatory programs, will attain and maintain thresholds.

Attachment C

Initial Environmental Checklist (IEC)



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
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INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name:

Shoreline Code Amendment – Utilities in Stream-Mouth Protection Zones

Code Amendment Description:

This proposal amends Chapter 84 of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A. The proposed amendment would modify Subparagraph A.1.b, *Stream-mouth Protection Zones*, of Subsection 84.4.3, *Piers*. The proposed modifications would specify that water-intake lines, wastewater lines, and other essential services may be repaired, replaced, upgraded, reconstructed, or expanded, as long as there is no increase in service capacity.

The project constitutes a minor amendment to Code of Ordinances provisions implementing the Shoreline Plan. The Shoreline Plan was adopted in October 2018 pursuant to an Environmental Impact Statement (EIS).

The Shoreline Plan EIS considered the potential for repair, replacement, modification, and expansion of shorezone structures throughout Lake Tahoe subject to certain provisions. These provisions include the prohibition of certain shorezone structures within designated Stream-Mouth Protection Zones (SMPZs): piers, boat ramps, buoys, floating platforms, general multiple-use facilities, and other moorings. Though the EIS never considered restricting modification of utility lines in an SMPZ, the adopting ordinance language specified that the restriction applies to all shorezone structures.

Under the proposal, the code of ordinances would be amended to allow for modification, replacement, and expansion of utility lines in SMPZs. Such activities are within the scope of Alternative 1, as it was considered in the Shoreline Plan EIS.

Because the amendment focuses on a minor amendment to code language, and the resulting policy remains within the parameters of Alternative 1, this amendment is not anticipated to result in any further impacts than what was already analyzed in the Shoreline Plan EIS. This IEC tiers from the Shoreline Plan EIS and considers only the potential for impacts of the amendment that were not otherwise addressed in the Shoreline Plan EIS.

The Shoreline Plan EIS, which is included by reference, is available at this link under the “Shoreline Plan” heading: <http://www.trpa.org/document/projects-plans/>

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments.

I. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

- Yes
- No
- No, With Mitigation
- Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

- Yes
- No
- No, With Mitigation
- Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

- Yes No
- No, With Mitigation Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
- No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

- Yes No
- No, With Mitigation Data Insufficient

b. Deterioration of ambient (existing) air quality?

- Yes No
- No, With Mitigation Data Insufficient

c. The creation of objectionable odors?

- Yes No
- No, With Mitigation Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
- No, With Mitigation Data Insufficient

e. Increased use of diesel fuel?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Alterations to the course or flow of 100-yearflood waters?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Change in the amount of surface water in any water body?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Alteration of the direction or rate of flow of ground water?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
- No, With Mitigation Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

- Yes No
- No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
- No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
- No, With Mitigation Data Insufficient

Discussion (Item 3.a, 3.e): Pursuant to the Shoreline Plan EIS, shoreline development under the parameters of Alternative 1 will not result in a significant water quality impact. This proposal is consistent with the description of Alternative 1.

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

- Yes No
- No, With Mitigation Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

- | | | |
|---|--|--|
| | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| e. Reduction of the numbers of any unique, rare or endangered species of plants? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| h. A change in the natural functioning of an old growth ecosystem? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

5. Wildlife

Will the proposal result in:

- a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

Yes No
 No, With Mitigation Data Insufficient

- b. Reduction of the number of any unique, rare or endangered species of animals?

Yes No
 No, With Mitigation Data Insufficient

- c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

Yes No
 No, With Mitigation Data Insufficient

- d. Deterioration of existing fish or wildlife habitat quantity or quality?

Yes No
 No, With Mitigation Data Insufficient

Discussion (Item 5.a, 5.b, 5.d): Pursuant to the Shoreline Plan, any utility project within a Stream Mouth Protection Zone would be required to comply with mitigation provisions in Section 84.11, *Mitigation* of the TRPA Code of Ordinances. This includes in-kind habitat replacement of 1.5:1. With incorporation of this provision, the Shoreline Plan EIS concludes that impacts would be less-than-significant.

6. Noise

Will the proposal result in:

- a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?

Yes No
 No, With Mitigation Data Insufficient

b. Exposure of people to severe noise levels?

- Yes No
- No, With Mitigation Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

- Yes No
- No, With Mitigation Data Insufficient

d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

- Yes No
- No, With Mitigation Data Insufficient

e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

- Yes No
- No, With Mitigation Data Insufficient

f. Exposure of existing structures to levels of ground vibration that could result in structural damage?

- Yes No
- No, With Mitigation Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

- Yes No
- No, With Mitigation Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes No

No, With Mitigation Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

Yes No

No, With Mitigation Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

Yes No

No, With Mitigation Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

Yes No

No, With Mitigation Data Insufficient

b. Expand or intensify an existing non-conforming use?

Yes No

No, With Mitigation Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

Yes No

No, With Mitigation Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

Yes No

No, With Mitigation Data Insufficient

10. Risk of Upset

Will the proposal:

- a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

Yes No

No, With Mitigation Data Insufficient

- b. Involve possible interference with an emergency evacuation plan?

Yes No

No, With Mitigation Data Insufficient

11. Population

Will the proposal:

- a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

Yes No

No, With Mitigation Data Insufficient

- b. Include or result in the temporary or permanent displacement of residents?

Yes No

No, With Mitigation Data Insufficient

12. Housing

Will the proposal:

- a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

- (1) Will the proposal decrease the amount of housing in the Tahoe Region?

Yes No

No, With Mitigation Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

Yes No

No, With Mitigation Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

Yes No

No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

Yes No

No, With Mitigation Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

Yes No

No, With Mitigation Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

Yes No

No, With Mitigation Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Alterations to waterborne, rail or air traffic?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Police protection?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Schools?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Parks or other recreational facilities?

- Yes No
- No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

- Yes No
- No, With Mitigation Data Insufficient

f. Other governmental services?

- Yes No
- No, With Mitigation Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- Yes No
- No, With Mitigation Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

- Yes No
- No, With Mitigation Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

- Yes No
- No, With Mitigation Data Insufficient

b. Communication systems?

- Yes No
 No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

- Yes No
 No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

- Yes No
 No, With Mitigation Data Insufficient

e. Storm water drainage?

- Yes No
 No, With Mitigation Data Insufficient

f. Solid waste and disposal?

- Yes No
 No, With Mitigation Data Insufficient

Discussion (Items 16.a, 16.b, 16.e, 16.f): The proposal is anticipated to result in beneficial utility impacts, as it will provide a means of replacing and upgrading old submerged utility lines.

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- Yes No

No, With Mitigation Data Insufficient

b. Exposure of people to potential health hazards?

Yes No

No, With Mitigation Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Yes No

No, With Mitigation Data Insufficient

b. Be visible from any public recreation area or TRPA designated bicycle trail?

Yes No

No, With Mitigation Data Insufficient

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Yes No

No, With Mitigation Data Insufficient

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

Yes No

No, With Mitigation Data Insufficient

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

Yes No

No, With Mitigation Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- Yes No
- No, With Mitigation Data Insufficient

b. Create additional recreation capacity?

- Yes No
- No, With Mitigation Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

- Yes No
- No, With Mitigation Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- Yes No
- No, With Mitigation Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

- Yes No
- No, With Mitigation Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

- Yes No
- No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

- Yes No
- No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

- Yes No
- No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
- No, With Mitigation Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

- Yes No
- No, With Mitigation Data Insufficient

Discussion (Item 21.a): Pursuant to the Shoreline Plan, any utility project within a Stream Mouth Protection Zone would be required to comply with mitigation provisions in Section 84.11, *Mitigation* of the TRPA Code of Ordinances. This includes in-kind habitat replacement of 1.5:1. With incorporation of this provision, the Shoreline Plan EIS concludes that impacts would be less-than-significant.

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes No
- No, With Mitigation Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.


Yes No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

Yes No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

Yes No



Signature of Evaluator

Date January 13, 2020

Michael T. Conger, AICP, Senior Planner

Title of Evaluator

STAFF REPORT

Date: January 15, 2020

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Proposed amendments to Chapter 61 of the TRPA Code of Ordinances regarding Prescribed Burning and Tree Removal

Summary and Staff Recommendation:

Chapter 61 of the TRPA Code of Ordinances addresses vegetation management and forest health. Staff recommends that the Advisory Planning Commission (APC) recommend the proposed amendments to the Code of Ordinances. The proposed amendments listed below are related to Section 61.2. (Prescribed Burning) and Section 61.1. (Tree Removal).

Required Motions:

In order to recommend adoption of the ordinance amendments, the RPIC must make the following motion(s), based on the staff summary:

- 1) A motion to recommend approval of the Required Findings, as described in Attachment B, including a Finding of No Significant Effect, for adoption of the Code of Ordinance amendments as described in the staff summary; and,
- 2) A motion to recommend adoption of the Ordinance 2019 - ____, amending Ordinance 87-9, to amend the Code of Ordinances as shown in Attachment A.

In order for the motions to pass, an affirmative vote of a majority of the quorum present is required.

Background:

Most forests within the Lake Tahoe Basin are overly dense from decades of fire suppression and historic patterns of timber harvest. Dense, even aged forests are at greater risk from insects and disease, drought, and potential catastrophic wildfire. Thinning and tree removal within dense forests can increase structural heterogeneity and complexity, increase habitat diversity, and make forests more resilient to disturbance. Additionally, tree removal allows for critical protection of homes, infrastructure, and fire fighter safety, while allowing for the potential reintroduction of prescribed fire post-treatment.

During the Forest Health and Wildfire Committee's September and November 2019 meetings, the Committee approved proposed direction to update Section 61.1. Tree Removal and Section 61.2. Prescribed Burning. These edits focused primarily on developing a user-friendly code.

Approved revisions to Section 61.1. Tree Removal focus on:

1. Moving sections that reference protections to a more logical section of Chapter 61.
2. Refining code language to reflect recommendations from partner land management and regulatory agencies that focus on current practices and increased pace and scale of forest restoration.
3. Reorganizing Section 61.1. Tree Removal to a facilitate a logical flow.

Approved Section 61.2. Prescribed Burning recommendations included:

1. Relying on partner agency MOU's with the TRPA
2. Deleting line 61.2.5.B.7.
3. Deleting Section 61.2.3.B.1-5. Limitations

Code Amendment:

Chapter 61 of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A would have several amendments to Sections 61.1. Tree Removal and 61.2. Prescribed Burning.

Environmental Review:

The Code amendments have been reviewed in an Initial Environmental Checklist (IEC) pursuant to Chapter 3: Environmental Documentation of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The IEC finds that the proposed amendments would not result in significant effects on the environment (see Attachment C).

Regional Plan Compliance:

The proposed amendments to the Code of Ordinances are consistent with the Vegetation Sub-element, a component of the Regional Plan's Conservation Element.

Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or kmcintyre@trpa.org.

Attachments:

- A. Adopting Ordinance
 - Exhibit 1: Code Amendments
 - Exhibit 2: Code Amendments and Rationale
- B. Required Findings/Rationale
- C. Initial Environmental Checklist (IEC)

Attachment A
Adopting Ordinance

Attachment A

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2020-

AN AMENDMENT TO ORDINANCE NO. 87-9, AS AMENDED, TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTER 61 REGARDING PRESCRIBED BURNING AND TREE REMOVAL.

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

Section 1.00 Findings

- 1.10 It is desirable to amend TRPA Ordinance 87-9, as previously amended, by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.
- 1.20 The TRPA Code of Ordinances amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment, and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.
- 1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.
- 1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.
- 1.50 Prior to the adoption of this ordinance, the Governing Board made the findings required by Section 4.5 of the TRPA Code of Ordinances, and Article V(g) of the Compact.
- 1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Ordinance 87-9, as previously amended, is hereby amended by amending the TRPA Code of Ordinances, as set forth in Exhibit 1.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective on (Insert Month) XX, 2020.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on (Insert Month) XX, 2020, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

William Yeates, Chair
Tahoe Regional Planning Agency,
Governing Board

Exhibit 1 to Attachment A

Code Amendments

EXHIBIT 1: CODE AMENDMENTS

Language to be added is shown in blue with an underline. Language to be removed is ~~shown in red with a strikeout~~. Relocated language is indicated in green with double underline.

Section 1. Renumber Subsection 61.1.4, *Old Growth Enhancement and Protection* as Subsection 61.3.7, with no changes to the language.

Section 2. Renumber Subsection 61.1.7, *Reasons for Tree Removal* and its subparagraphs as Subsection 61.1.4, with no changes to the language.

Section 3. Modify Subsection 61.1.4, Subparagraph A, Hazardous Tree Removal to read as follows:

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

Except for trees identified for retention under subsection 61.3.7 ~~61.1.4~~, tree removal shall incorporate measures and prescriptions that promote a range of threshold standards and SEZs pursuant to subsection paragraph 61.3.10 ~~61.1.6.C~~. Trees may be removed for the reasons provided below.

A. Hazardous Tree Removal

To protect lives and property, trees reported by a qualified forester to be hazardous to property or lives may be removed upon approval by TRPA unless otherwise exempt through a Memorandum of Understanding. Other vegetation shall be protected during removal operations to prevent their damage. ~~injury~~.

Section 4. Within Subsection 61.1.4, renumber Subparagraphs B, *Emergency Tree Removal*; D, *Fire Hazard Tree Removal*; and J, *Tree Removal During Emergency Fire Suppression Activities* as Subparagraphs A.2, A.1, and A.3 respectively.

Section 5. Add a new Subparagraph B, *Ecosystem Management Goals and EIP Projects* to Subsection 61.1.4 to read as follows:

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

Section 6. Renumeral Subparagraph 61.1.6.A, *Management Objectives* as Subparagraph 61.1.4.B.1 and modify the language.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

~~61.1.6. Reasons for Tree Removal~~

A.1. Management Objectives

~~Management techniques shall be employed that are consistent with the following objectives, where applicable: Trees may be removed to meet ecosystem management goals:~~

~~a1.~~ Restoration and expansion of stream environment zones and riparian vegetation;

~~b2.~~ Improvement of the structural diversity of all forests based on judgement of qualified forester, ~~including the protection and establishment of younger aged trees;~~

~~c3.~~ Enhancement of native wildlife species and/or native wildlife habitat diversity;

~~d4.~~ Enhancement and protection of tree species of limited occurrence, such as aspen, black cottonwood, ponderosa pine, Douglas-fir, incense-cedar, sugar pine, western white pine, mountain hemlock, whitebark pine, and western juniper;

~~e5.~~ Protection of sensitive lands;

~~f6.~~ Minimization of construction of new roads;

~~g7.~~ Revegetation of existing temporary roads;

~~h8.~~ Avoidance of disturbance of stream environment zones, unless such project is to thin trees or prescribe burn ~~remove trees~~ within SEZ in accordance with subparagraph 61.3.10 61.1.6.C;

~~i9.~~ Utilization of existing openings or disturbed areas as landings where appropriate;

~~10.~~ Provisions for revegetation;

~~j11.~~ The promotion of a diversity of seral stages, species diversity, and age class ~~late seral or old-growth characteristics;~~

~~12.~~ Early successional stage vegetation management; and

~~k13.~~ Fuels management for fire hazard reduction; and

l. Forest health and resilience to drought, insects, disease, and climate change.

Section 7. Within Subsection 61.1.4, renumber Subparagraphs C, *Dead, Dying, or Diseased Tree Removal*; E, *Early Successional Stage Vegetation Management*; and F, *Tree Removal for Enhancement of Forest Health* as Subparagraphs B.2, B.3, and B.4, respectively and modify the language to read as follows:

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

2C. Dead, Dying, or Diseased Tree Removal

To enhance forest health, dying, or diseased trees may be removed upon approval by TRPA. Dead trees less than or equal to 30 inches in westside forest types and less than or equal to 24 inches in eastside forest types may be removed without TRPA approval pursuant to subsection 2.3.2.E.

3E. Tree Removal for Early Successional Stage Vegetation Management

Tree removal may be permitted when it has been determined by TRPA that it is appropriate to convert an area to, and/or maintain an area in, an early successional stage vegetation type. (See Chapter 90 for definition of "early successional stage vegetation management.") Where ~~revegetation~~ soil stabilization is required ~~to stabilize soils~~ and/or the replacement of removed vegetation, the applicant shall provide a ~~revegetation~~ soil stabilization plan in accordance with subsection 61.4.5.

4K. Tree Removal to Enhance Scenic View Points from Public Roadways

Select trees may be removed to enhance scenic viewpoints from scenic turnouts located on highways, public right-of-ways and other public lands immediately adjacent to highway corridors.

Section 8. Within Subsection 61.1.4, renumber Subparagraphs G, *Tree Removal for Solar Access*; H, *Tree Removal for Ski Areas and Right-of-Ways*; I, *Tree Removal for Development*; and K, *Tree Removal to Enhance Scenic View Points from Public Roadways* as Subparagraphs C, E, F, and G, respectively, with no changes to the language.

Section 9. Within Subsection 61.1.4, move a portion of Subparagraph E into a new Subparagraph D, *Public Utility Right-of-Ways*, to read as follows:

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

D. Public Utility Right-of-Ways

The removal of trees within utility and public right-of-ways may be allowed if TRPA finds that the removal is for public health and safety. When a tree-related emergency exists, the utility or public agency may remove the trees and advise TRPA of the action on the next business day. At that time TRPA may issue an emergency permit in accordance with its Rules of Procedure.

E. **Tree Removal for Ski Areas and Right-of-Ways**

The tree removal standards below apply to ski areas and utility and public rights-of-way.

1. For expansion of ski areas, including but not limited to, the widening of runs and the addition or replacement of lifts, only the minimum number of trees necessary for the operation of the ski area shall be removed.
2. ~~The removal of trees within utility and public right-of-ways may be allowed if TRPA finds that the removal is for public health and safety. When a tree-related emergency exists, the utility or public agency may remove the trees and advise TRPA of the action on the next business day. At that time TRPA may issue an emergency permit in accordance with its Rules of Procedure.~~

Section 10. Modify Subsection 61.1.5, *General Tree Removal Standards* to read as follows:

61.1. TREE REMOVAL

61.1.5. General Tree Removal Standards

The cutting, moving, removing, killing, or materially damaging of live trees, and the attachment of appurtenances to trees, shall comply with this subsection. The removal of trees 14 inches dbh or less shall be exempt from TRPA approval under subparagraph 2.3.2.M and requirements of this chapter, except as provided herein. Removal of trees greater than 14 inches dbh shall require approval by TRPA except as provided in subparagraphs [61.1.4.A.2](#), ~~61.1.7.B~~ and [61.1.4.A.3](#) ~~61.1.7.J~~. Removal of trees greater than six inches dbh on lakefront properties where the trees to be removed provide vegetative screening of existing structures as viewed from Lake Tahoe requires TRPA approval, except as provided in subsections ~~61.1.4.A.2~~ ~~7.B~~ and ~~3.J~~. Permits shall be granted or denied in conformity with the provisions of this chapter.

A. **Additional Code Standards**

Such tree-related projects and activities also shall conform to the provisions of the Code as provided below.

1. If vegetative screening is required by an existing permit for any property, the vegetative screening shall not be removed without

prior approval from TRPA except for defensible space purposes pursuant to subparagraph 61.3.6.D.

2. If tree and/or vegetation removal to occur on any property where existing permit conditions require retention of vegetation, including tree and/or vegetation removal for defensible space purposes pursuant to subparagraph 61.3.6.D, alternative scenic mitigation shall be proposed to TRPA within 30 days of vegetation removal and shall be subject to review and approval by TRPA notwithstanding the permit exemption in subparagraph 2.3.2.M.

B. Findings

Before tree-related projects and activities are approved by TRPA, TRPA shall find, based on a report from a qualified forester, that the project or activity is consistent with this chapter and the Code. TRPA may delegate permit issuance to a federal, state, or other qualified agency through a memorandum of understanding.

C. Harvest or Tree Removal Plan

In cases of substantial tree removal, as set forth in subparagraph 61.1.8, the applicant shall submit a harvest plan or tree removal plan prepared by a qualified forester. The plan shall set forth prescriptions for tree removal, water quality protection, vegetation protection, residual stocking levels, reforestation, slash disposal, fire protection, and other appropriate considerations. The plan, as approved by TRPA, shall become a part of the project and prescriptions contained in the plan shall be conditions of approval. [TRPA may consider plans developed pursuant to the California Forest Practice Rules or other CEQA documents completed by a qualified forester to meet the intention of this section provided all the required elements are addressed.](#)

Section 11. Delete Subparagraph H, *Restocking* from Subsection 61.1.6.

Section 12. Renumber Subparagraphs J, *Historic Resource Protection*, J.1, and J.2 of Subsection 61.1.6 as Subsection 61.3.8 and Subparagraphs 61.3.8.A and 61.3.8.B, respectively, with no change to the language.

Section 13. Renumber Subparagraphs K, *Wildlife, Habitat, and Sensitive Plants* and K.1 through K.3 of Subsection 61.1.6 as Subsection 61.3.9 and Subparagraphs 61.3.9.A through 61.3.9.C, respectively, with no change to the language.

Section 14. Within Subsection 61.1.6, renumber Subparagraph B, *Cutting Practices* as Subparagraph A and modify the language to read as follows:

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

AB. Cutting Practices

The following cutting practice standards apply:

1. Sufficient trees shall be reserved and left uncut and undamaged to meet the minimum acceptable stocking standards of the appropriate state or federal forestry agency, except in cases of early successional stage management;
2. Group selections shall be limited to use for achieving management objectives based on the judgement of a qualified forester; ~~as approved by TRPA~~. Group selections shall be limited in size to less than five acres (See subparagraph 61.1.6);
3. All live trees to be cut shall be marked on bole and stump with paint by, or under the supervision of, a qualified forester prior to TRPA approval. Trees to be removed or protected may be designated by other means in situations involving clear cuts or thinning of exceptionally dense thickets, or other situations that warrant an alternate method of designation. The alternate method shall be stated in the plans and must be approved by TRPA;
4. Damage to unmarked trees and residual vegetation shall be avoided to the extent feasible;
- ~~5. All trees shall be felled in line with the skidding direction wherever possible;~~
- ~~6. All trees shall be limbed on all sides where feasible and topped prior to skidding except where whole tree skidding is less disruptive to the forest resources;~~
57. Stumps shall be cut as low as can be done safely and to the extent that is feasible for harvesting equipment; ~~kept to a height of six inches or less on the side adjacent to the highest ground, except where safety or imbedded metal make this impractical~~;
68. If stump removal will result in greater than three cubic yards of soil disturbance, a grading permit shall be obtained from TRPA prior to removal of stumps;
79. Green stumps shall be treated to prevent the spread of root disease as specified by a qualified forester; and
810. Insect-infested wood and wood susceptible to insect infestation shall be treated or disposed of as specified by a qualified forester.

Section 15. Renumber Subparagraphs 61.1.6.C, *Tree Cutting within Stream Environment Zones* and its subparagraphs C.1 through C.5 as Subsection 61.3.10 and Subparagraphs 61.3.10.A through E, respectively, with no change in language.

Section 16. Within Subsection 61.1.6, renumber Subparagraphs D through F as Subparagraphs B through D, respectively, with no change in language.

Section 17. Within Subsection 61.1.6, renumber Subparagraph G, Slash Disposal as Subparagraph E and modify the language to read as follows:

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

E.G. Slash Disposal
Slash shall be disposed of according to an approved slash disposal plan.
~~within two years of project completion by the methods below.~~

1. Lop and scatter, pile and burn or broadcast burn (consistent with Sections 61.2 and 65.1), chip, or haul away. All burns shall be located beyond approved buffers at least 50 feet from any stream channel, unless it can be demonstrated, using best available science, that slash burning within the approved buffer 50 feet of a channel will not cause adverse environmental impacts.
2. Cull logs and other material shall be disposed of as required by the permit.

Section 18. Within Subsection 61.1.6, renumber Subparagraph I, *Erosion Control*, as Subparagraph F and modify the language to read as follows:

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

F.I. Erosion Control
The adequacy of all required BMPs shall be confirmed at the time of the TRPA pre-operations inspection. Any modifications to the required BMPs as determined by TRPA shall be incorporated into the project permit at that time or as determined to be necessary throughout forest management operations. The following erosion control standards apply:

1. The following Temporary BMPs are required to be installed prior to the commencement of any forest management or equipment operations:
 - a. Temporary erosion controls and vegetation protection measures.
 - b. Equipment exclusion area boundary markings or fencing, as necessary to comply with the TRPA-approved forest management plan.

2. Excavated material shall be stored upslope from the excavated areas to the extent possible. No material shall be stored in any SEZ, wet area, or stream buffer zone.
3. Projects must have design criteria to avoid tracking soil off the project site. ~~Soil shall not be tracked off the project site.~~ Equipment operations shall cease when a violation of this condition exists. The site shall be cleaned and the road right-of-way swept clean when necessary.
4. No equipment or vehicle repairs, other than necessary maintenance of harvest equipment, shall be permitted in the project area unless authorized by TRPA. The discharge of petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of the Lake Tahoe Basin is prohibited. Spill containment and absorbent materials shall be kept on site at all times. All petroleum products and hazardous waste shall be removed from the project area and disposed of at an approved location.

Section 19. Renumber Subsection 61.1.9, *Commercial Tree Removal* as Subsection 61.1.7, with no change to the language.

Section 20. Modify Subparagraph 61.1.8.B to read as follows:

61.1. TREE REMOVAL

61.1.8. Substantial Tree Removal

Substantial tree removal shall be activities on project areas of three acres or more and proposing the removal of more than 100 live trees 14 inches dbh or larger, or proposing tree removal that as determined by TRPA after a joint inspection with appropriate state or federal Forestry staff does not meet the minimum acceptable stocking standards set forth in subparagraph 61.1.6.H. Substantial tree removal projects shall be processed by the appropriate state and federal agencies in coordination with TRPA as required below.

A. Private Parcels

The review process for private parcels shall include the following:

1. Harvest plan shall be written by a qualified forester;
2. Harvest plan shall be submitted to the appropriate state and federal agencies and TRPA with an initial environmental checklist or environmental assessment;
3. Preparation of environmental impact statement if necessary;
4. Pre-approval field review;
5. Approval of project by TRPA;
6. Pre-harvest field review; and

7. Post-harvest review.
- B. Public Parcels**
1. The review process for substantial tree removal for public parcels administered by public land management agencies may be determined according to Memorandums of Understanding between the partner agency and the TRPA. For agencies without an MOU with the TRPA, the process shall be the same as for private parcels listed above. ~~public parcels administered by the U.S. Forest Service shall include the following:~~
- ~~a. Coordination with TRPA at the initial planning stages;~~
 - ~~b. Preparation of environmental assessment;~~
 - ~~c. Preparation of environmental impact statement (if necessary);~~
 - ~~d. Submittal of tree removal or harvest plan;~~
 - ~~e. Approval of project by TRPA; and~~
 - ~~f. TRPA monitoring and evaluation.~~
2. ~~For other public parcels the process shall be the same as for private parcels in 1 above.~~

Section 21. Delete Subparagraph 61.2.3.B, Limitations.

Section 22. Delete Subparagraph 61.2.5.B.7.

Exhibit 2 to Attachment A
Code Amendments and Rationale

EXHIBIT 2: AMENDMENTS AND RATIONALE

The proposal would entail amending Chapter 61, *Vegetation and Forest Health* of the TRPA Code of Ordinances. The proposal involves modifications to Sections 61.1, *Tree Removal* and 61.2, *Prescribed Burning*. It would also involve relocating certain standards from these sections into Section 61.3, *Vegetation Protection and Management*. The amendments are broken down into 22 individual components, which are listed in the table below.

Text to be added is shown in blue with an underline.

Text to be deleted is shown in ~~red with strikeout~~.

Text to be relocated is shown in green with double underline.

SECTIONS BEING AMENDED

ID #	Current Numbering	Title	Proposal	New Numbering	Page
1	61.1.4	Old Growth Enhancement and Protection	Renumber	61.3.7	2
2	61.1.7	Reasons for Tree Removal	Renumber	61.1.4	3
3	61.1.7.A	Hazardous Tree Removal	Modify	61.1.4.A	3
4	61.1.7.B	Emergency Tree Removal	Renumber	61.1.4.A.2	4
	61.1.7.D	Fire Hazard Tree Removal	Renumber	61.1.4.A.1	
	61.1.7.J	Tree Removal During Emergency Fire Suppression Activities	Renumber	61.1.4.A.3	
5	---	Ecosystem Management Goals and EIP Projects	Add new subparagraph	61.1.4.B	5
6	61.1.6.A	Management Objectives	Renumber and modify	61.1.4.B.1	5
7	61.1.7.C	Dead, Dying, or Diseased Tree Removal	Renumber	61.1.4.B.2	6
	61.1.7.E	Tree Removal for Early Successional Stage Vegetation Management	Renumber and modify	61.1.4.B.3	
	61.1.7.F	Tree Removal for Enhancement of Forest Health and Diversity	Renumber	61.1.4.B.4	
8	61.1.7.G	Tree Removal for Solar Access	Renumber	61.1.4.C	7
	61.1.7.H	Tree Removal for Ski Areas and Rights-of-Way	Renumber	61.1.4.D.	
	61.1.7.I	Tree Removal for Development	Renumber	61.1.4.F	

	61.1.7.K	Tree Removal to Enhance Scenic View Points from Public Roadways	Renumber	61.1.4.G	
9	---	Public Utility Right-of-Ways	Add a new subparagraph	61.1.4.E	8
10	61.1.5	General Tree Removal Standards	Modify	61.1.5	9
11	61.1.6.H	Restocking	Delete	---	10
12	61.1.6.J	Historic Resource Protection	Renumber	61.3.8	11
13	61.1.6.K	Wildlife, Habitat, and Sensitive Plants	Renumber	61.3.9	12
14	61.1.6.B	Cutting Practices	Renumber and modify	61.1.6.A	12
15	61.1.6.C				14
16	61.1.6.D	Logging Roads, Skid Trails, and Landings	Renumber	61.1.6.C	16
	61.1.6.E	Removal Methods	Renumber	61.1.6.D	
	61.1.6.F	Skidding and Ground Based Vehicle Systems	Renumber	61.1.6.E	
17	61.1.6.G	Slash Disposal	Renumber and modify	61.1.6.F	16
18	61.1.6.I	Tree Cutting within Stream Environment Zones	Renumber and modify	61.1.6.G	17
19	61.1.9	Commercial Tree Removal	Renumber	61.1.7	18
20	61.1.8.B	Public Parcels	Modify	61.1.8.B	19
21	61.2.3.B	Limitations	Delete	---	20
22	61.2.5.B.7	Other Information	Delete	---	20

PROPOSED AMENDMENTS

-
1. Renumber Subsection 61.1.4, *Old Growth Enhancement and Protection* as Subsection 61.3.7, with no changes to the language.
-

<i>Description</i>	Section 61.1.4.A-C. Old Growth Enhancement and Protection is moved to Section 61.3.Vegetation Protection and Management and assigned a new subsection 61.3.7.A-C.
<i>Purpose</i>	To ensure sections regarding protections are all under one subsection of Chapter 61
<i>Result</i>	Standards regarding Old Growth Enhancement and Protection will now be found under Vegetation Protection and Management.

61.1. TREE REMOVAL

~~61.1.4. Old Growth Enhancement and Protection~~

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.7. Old Growth Enhancement and Protection

-
2. Renumber Subsection 61.1.7, *Reasons for Tree Removal* and its subparagraphs as Subsection 61.1.4, with no changes to the language.
-

<i>Description</i>	Section 61.1.7. Reasons for Tree Removal moved to the beginning of the Tree Removal Section.
<i>Purpose</i>	To ensure a logical flow of the Section 61.1.
<i>Result</i>	Section 61.1. on Tree Removal will now begin with Reasons for Tree Removal

61.1. TREE REMOVAL

~~61.1.74. Reasons for Tree Removal~~

-
3. Modify Subsection 61.1.4, Subparagraph A, *Hazardous Tree Removal*
-

<i>Description</i>	Section 61.1.4.A. is modified to state “unless otherwise exempt through a Memorandum of Understanding with the TRPA”. Replaced “injury” with “damage”.
<i>Purpose</i>	To add clarity for partner agencies with MOUs.
<i>Result</i>	Partner agencies with MOUs will not need to seek approval for Hazardous Tree Removal if activities are outlined within their MOU.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

Except for trees identified for retention under subsection ~~61.3.7~~ ~~61.1.4~~, tree removal shall incorporate measures and prescriptions that promote a range of threshold standards and SEZs pursuant to ~~subsection~~ ~~paragraph~~ ~~61.3.10~~ ~~61.1.6.C~~. Trees may be removed for the reasons provided below.

A. Hazardous Tree Removal

To protect lives and property, trees reported by a qualified forester to be hazardous to property or lives may be removed upon approval by TRPA unless otherwise exempt through a Memorandum of Understanding. Other vegetation shall be protected during removal operations to prevent their ~~damage.~~ ~~injury.~~

4. Within Subsection 61.1.4, renumber Subparagraphs B, *Emergency Tree Removal*; D, *Fire Hazard Tree Removal*; and J, *Tree Removal During Emergency Fire Suppression Activities* as Subparagraphs A.2, A.1, and A.3 respectively.

<i>Description</i>	Section 61.1.7.D. Fire Hazard Tree Removal, Section 61.1.7.B. Emergency Tree Removal, and Section 61.1.7.J. Tree Removal During Emergency Fire Suppression Activities moved under new 61.1.4.A. Hazard Tree Removal Section.
<i>Purpose</i>	To ensure clarity and organization throughout the tree removal section.
<i>Result</i>	Information will be consolidated under the Hazard Tree Removal heading.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

Except for trees identified for retention under subsection 61.1.4, tree removal shall incorporate measures and prescriptions that promote a range of threshold standards and SEZs pursuant to subparagraph 61.1.6.C. Trees may be removed for the reasons provided below.

A. Hazardous Tree Removal

To protect lives and property, trees reported by a qualified forester to be hazardous to property or lives may be removed upon approval by TRPA unless otherwise exempt through a Memorandum of Understanding. Other vegetation shall be protected during removal operations to prevent their damage.

B1. Fire Hazard Tree Removal

Trees identified and marked by a qualified forester as a fire hazard may be removed upon approval by TRPA or pursuant to a TRPA MOU Authorization. Trees identified and marked by a defensible space assessor for defensible space purposes associated with a building or structure may be removed upon approval by TRPA or pursuant to a TRPA MOU Authorization. Fuel reduction projects shall consider multiple threshold objectives. As an alternative to tree removal, the defensible space assessor may approve the limbing of trees that are determined to be a fire hazard, consistent with defensible space requirement of the applicable fire agency. (See Chapter 90 for definition of "fuels management.")

D2. Emergency Tree Removal

When a tree constitutes a physical emergency (e.g., imminent threat of falling on occupied or substantial structures or people), the tree may be removed, but the land owner or manager shall provide photographic documentation and all applicable paperwork and fees to TRPA within ten working days of removal of the hazardous tree.

J3. Tree Removal During Emergency Fire Suppression Activities

Trees may be removed when an emergency fire suppression need exists as determined by the local, state, or federal fire suppression agency involved in a fire suppression activity.

-
5. Add a new Subparagraph B, *Ecosystem Management Goals and EIP Projects* to Subsection 61.1.4
-

<i>Description</i>	Add new subparagraph under reasons for tree removal as 61.1.4.B. Ecosystem Management Goals and EIP Projects
<i>Purpose</i>	To ensure clarity and organization throughout the tree removal section. Encapsulate tree removal efforts that meet EIP project goals.
<i>Result</i>	61.1.4.B. Ecosystem Management Goals and EIP Projects encompasses reasons for tree removal directly related to ecosystem management goals in one place.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

-
6. Renumber Subparagraph 61.1.6.A, *Management Objectives* as Subparagraph 61.1.4.B.1 and modify the language.
-

<i>Description</i>	Moved 61.1.6.A. Management Objectives moved under 61.1.4.B. Ecosystem Management Goals and EIP Projects. Modified 61.1.6.A. Management Objectives.
<i>Purpose</i>	To ensure clarity and organization throughout the tree removal section. The Management Objectives refer to ecosystem management goals and are more appropriately located in this section of the code. Modifications within the Management Objectives increase clarity and modern forestry issues.
<i>Result</i>	Management Objectives related to ecosystem management goals can now be found in subsection 61.1.4.B. Modifications to Management Objectives now reflect modern forestry issues with the Basin.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

61.1.6. Reasons for Tree Removal

A.1. Management Objectives

~~Management techniques shall be employed that are consistent with the following objectives, where applicable:~~ Trees may be removed to meet ecosystem management goals:

- a1. Restoration and expansion of stream environment zones and riparian vegetation;
- b2. Improvement of the structural diversity of all forests based on judgement of qualified forester, ~~including the protection and establishment of younger aged trees;~~
- c3. Enhancement of native wildlife species and/or native wildlife habitat diversity;
- d4. Enhancement and protection of tree species of limited occurrence, such as aspen, black cottonwood, ponderosa pine, Douglas-fir, incense-cedar, sugar pine, western white pine, mountain hemlock, whitebark pine, and western juniper;
- e5. Protection of sensitive lands;
- f6. Minimization of construction of new roads;
- g7. Revegetation of existing temporary roads;
- h8. Avoidance of disturbance of stream environment zones, unless such project is to thin trees or prescribe burn ~~remove trees~~ within SEZ in accordance with subparagraph 61.3.10 61.1.6.C;
- i9. Utilization of existing openings or disturbed areas as landings where appropriate;
- ~~10. Provisions for revegetation;~~
- j11. The promotion of a diversity of seral stages, species diversity, and age class ~~late seral or old growth characteristics;~~
- ~~12. Early successional stage vegetation management; and~~
- k13. Fuels management for fire hazard reduction; and
- l. Forest health and resilience to drought, insects, disease, and climate change.

-
7. Within Subsection 61.1.4, renumber Subparagraphs C, *Dead, Dying, or Diseased Tree Removal*; E, *Early Successional Stage Vegetation Management*; and F, *Tree Removal for Enhancement of Forest Health* as Subparagraphs B.2, B.3, and B.4, respectively and modify the language.
-

<i>Description</i>	Moved 61.1.7.C. Dead, Dying, or Diseased Tree Removal, 61.1.7.E. Tree Removal for Early Successional Stage Vegetation Management, and 61.1.7.F. Tree Removal for Enhancement of Forest Health and Diversity under 61.1.4.B. Ecosystem Management Goals and EIP Projects. Modified 61.1.7.E. Tree Removal for Early Successional Stage Vegetation Management language to reference soil stabilization.
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<i>Purpose</i>	To ensure clarity and organization throughout the reasons for tree removal section. Replacing language regarding revegetation allows managers to focus on soil stabilization and erosion avoidance rather than just revegetation
<i>Result</i>	These topics can now be found under Ecosystem Management Goals and EIP Projects.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

B. Ecosystem Management Goals and EIP Projects

2C. Dead, Dying, or Diseased Tree Removal

To enhance forest health, dying, or diseased trees may be removed upon approval by TRPA. Dead trees less than or equal to 30 inches in westside forest types and less than or equal to 24 inches in eastside forest types may be removed without TRPA approval pursuant to subsection 2.3.2.E.

3E. Tree Removal for Early Successional Stage Vegetation Management

Tree removal may be permitted when it has been determined by TRPA that it is appropriate to convert an area to, and/or maintain an area in, an early successional stage vegetation type. (See Chapter 90 for definition of “early successional stage vegetation management.”) Where ~~revegetation~~ soil stabilization is required ~~to stabilize soils~~ and/or the replacement of removed vegetation, the applicant shall provide a ~~revegetation~~ soil stabilization plan in accordance with subsection 61.4.5.

4K. Tree Removal to Enhance Scenic View Points from Public Roadways

Select trees may be removed to enhance scenic viewpoints from scenic turnouts located on highways, public right-of-ways and other public lands immediately adjacent to highway corridors.

-
8. Within Subsection 61.1.4, renumber Subparagraphs G, *Tree Removal for Solar Access*; H, *Tree Removal for Ski Areas and Right-of-Ways*; I, *Tree Removal for Development*; and K, *Tree Removal to Enhance Scenic View Points from Public Roadways* as Subparagraphs C, E, F, and G, respectively, with no changes to the language.
-

<i>Description</i>	Tree Removal for Solar Access moved up under Reasons for Tree Removal and Assigned a new subsection number 61.1.4.C. Tree Removal for Development moved up under Reasons for Tree Removal and Assigned a new subsection number 61.1.4.F. Tree Removal for to Enhance Science View Points from Public Roadways moved up under Reasons for Tree Removal and Assigned a new subsection number 61.1.4.G.
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<i>Purpose</i>	To ensure clarity and organization throughout the Reasons for Tree Removal section.
<i>Result</i>	Subparagraphs will be numbered in sequence.

TABLE 1: REVISED SUBPARAGRAPH NUMBERS – SUBSECTION 61.1.4

Current Subparagraph Number	Title	Revised Subparagraph Number
G	Tree Removal for Solar Access	C
H	Tree Removal for Ski Areas and Right-of-Ways	D&E
I	Tree Removal for Development	F
K	Tree Removal to Enhance Scenic View Points from Public Roadways	G

9. Within Subsection 61.1.4, move a portion of Subparagraph D into a new Subparagraph E, *Public Utility Right-of-Ways*.

<i>Description</i>	Tree Removal for Ski Areas moved up under Reasons for Tree Removal and Assigned a new subsection number 61.1.4.D. Public Utility Right-of-Ways assigned separate subsection number 61.1.4.E.
<i>Purpose</i>	To ensure clarity and organization throughout the Reasons for Tree Removal section.
<i>Result</i>	Tree Removal for Ski Areas can now be located at 61.1.4.D. instead of 61.1.7.H. and Tree Removal for Public Utility Right-of-Ways can now be located at 61.1.4.E. instead of 61.1.7.H.

61.1. TREE REMOVAL

61.1.4. Reasons for Tree Removal

D. Tree Removal for Ski Areas and Right-of-Ways

~~The tree removal standards below apply to ski areas and utility and public rights-of-way.~~

- ~~1. For expansion of ski areas, including but not limited to, the widening of runs and the addition or replacement of lifts, only the minimum number of trees necessary for the operation of the ski area shall be removed.~~
- ~~2. The removal of trees within utility and public right of ways may be allowed if TRPA finds that the removal is for public health and safety. When a tree related emergency exists, the utility or public agency may remove the trees and advise TRPA of the action on the next business day.~~

~~At that time TRPA may issue an emergency permit in accordance with its Rules of Procedure.~~

E. Public Utility Right-of-Ways

The removal of trees within utility and public right-of-ways may be allowed if TRPA finds that the removal is for public health and safety. When a tree-related emergency exists, the utility or public agency may remove the trees and advise TRPA of the action on the next business day. At that time TRPA may issue an emergency permit in accordance with its Rules of Procedure.

10. *Modify Subsection 61.1.5, General Tree Removal Standards.*

<i>Description</i>	Update references within the General Tree Removal Standards to reflect reorganized code. Add language to 61.1.5.C. that reflects CEQA and California forest Practice Rules documents completed by a qualified forester.
<i>Purpose</i>	To ensure clarity, organization, and correct reference subsections within Chapter 61. To allow for alternative documentation that meets forestry standards within the basin.
<i>Result</i>	Within 61.1.5., reference to 61.1.7.B. Emergency Tree Removal is changed to 61.1.4.A.2. Emergency Tree Removal. Within 61.1.5., reference to 61.1.7.J. Tree Removal During Emergency Fire Suppression Activities is changed to 61.1.4.A.3. Tree Removal During Emergency Fire Suppression Activities. 61.1.5.C. Allows TRPA to consider plans developed pursuant to California Forest Practice Rules or CEQA documents that meet the intent of a Harvest or Tree Removal Plan.

61.1. TREE REMOVAL

61.1.5. General Tree Removal Standards

The cutting, moving, removing, killing, or materially damaging of live trees, and the attachment of appurtenances to trees, shall comply with this subsection. The removal of trees 14 inches dbh or less shall be exempt from TRPA approval under subparagraph 2.3.2.M and requirements of this chapter, except as provided herein. Removal of trees greater than 14 inches dbh shall require approval by TRPA except as provided in subparagraphs ~~61.1.4.A.2~~ ~~61.1.7.B~~ and ~~61.1.4.A.3~~ ~~61.1.7.J~~. Removal of trees greater than six inches dbh on lakefront properties where the trees to be removed provide vegetative screening of existing structures as viewed from Lake Tahoe requires TRPA approval,

except as provided in subsections 61.1.4.A.27.B and 3J. Permits shall be granted or denied in conformity with the provisions of this chapter.

A. Additional Code Standards

Such tree-related projects and activities also shall conform to the provisions of the Code as provided below.

1. If vegetative screening is required by an existing permit for any property, the vegetative screening shall not be removed without prior approval from TRPA except for defensible space purposes pursuant to subparagraph 61.3.6.D.
2. If tree and/or vegetation removal to occur on any property where existing permit conditions require retention of vegetation, including tree and/or vegetation removal for defensible space purposes pursuant to subparagraph 61.3.6.D, alternative scenic mitigation shall be proposed to TRPA within 30 days of vegetation removal and shall be subject to review and approval by TRPA notwithstanding the permit exemption in subparagraph 2.3.2.M.

B. Findings

Before tree-related projects and activities are approved by TRPA, TRPA shall find, based on a report from a qualified forester, that the project or activity is consistent with this chapter and the Code. TRPA may delegate permit issuance to a federal, state, or other qualified agency through a memorandum of understanding.

C. Harvest or Tree Removal Plan

In cases of substantial tree removal, as set forth in subparagraph 61.1.8, the applicant shall submit a harvest plan or tree removal plan prepared by a qualified forester. The plan shall set forth prescriptions for tree removal, water quality protection, vegetation protection, residual stocking levels, reforestation, slash disposal, fire protection, and other appropriate considerations. The plan, as approved by TRPA, shall become a part of the project and prescriptions contained in the plan shall be conditions of approval. [TRPA may consider plans developed pursuant to the California Forest Practice Rules or other CEQA documents completed by a qualified forester to meet the intention of this section provided all the required elements are addressed.](#)

11. Delete Subparagraph H, *Restocking* from Subsection 61.1.6.

<i>Description</i>	61.1.6.H. Restocked removed
<i>Purpose</i>	To streamline Chapter 61. This section does not regulate or set standards for projects to meet. Additionally, restocking limits projects that are designed to create gaps within the forest.
<i>Result</i>	Reference to Restocking is now deleted.

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

~~H. Restocking~~

~~A stand of timber shall be considered to be adequately stocked or to have minimum acceptable stocking when it has thrifty trees well distributed over the growing area (rocky areas, brush fields, meadows, and bodies of water excepted) in which the residual stocking meets the requirements of the appropriate state or federal forestry agency, and desired species composition is maintained.~~

12. Renumber Subparagraphs J, *Historic Resource Protection*, J.1, and J.2 of Subsection 61.1.6 as Subsection 61.3.8 and Subparagraphs 61.3.8.A and 61.3.8.B, respectively, with no change to the language.

<i>Description</i>	61.1.6.J. Historic Resource Protection moved to Section 61.3. Vegetation Protection and Management and assigned a new subsection 61.3.8.
<i>Purpose</i>	To provide a more logical and organized flow to Chapter 61 by moving all references to protections into the Vegetation Protection and Management section.
<i>Result</i>	Details regarding Historic Resource Protection will not be found within Section 61.3. Vegetation Protection and Management under 61.3.8.A-B.

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

~~J. Historic Resource Protection~~

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.8. Historic Resource Protection

- ~~A1.~~ Operations shall incorporate measures to protect historic resources in accordance with Chapter 67: Historic Resource Protection. All historic resources located within the project area shall be flagged and avoided. Flagging shall be removed at the time of completion of operations.
- ~~B2.~~ If there is a discovery of a historic resource during vegetation management activities, all work shall cease in the vicinity of the discovery until significance is determined. Work may resume upon approval of a resource protection plan.

13. Renumber Subparagraphs K, *Wildlife, Habitat, and Sensitive Plants* and K.1 through K.3 of Subsection 61.1.6 as Subsection 61.3.9 and Subparagraphs 61.3.9.A through 61.3.9.C, respectively, with no change to the language.

<i>Description</i>	61.1.6.K. Wildlife, Habitat, and Sensitive Plants moved to Section 61.3. Vegetation Protection and Management and assigned a new subsection 61.3.9.A-C.
<i>Purpose</i>	To provide a more logical and organized flow to Chapter 61 by moving all references to protections into the Vegetation Protection and Management section.
<i>Result</i>	Details regarding Wildlife, Habitat, and Sensitive Plants will not be found within Section 61.3. Vegetation Protection and Management under 61.3.9.A-C.

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

~~K. — Wildlife, Habitat, and Sensitive Plants~~

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.9. Wildlife, Habitat, and Sensitive Plants

- A1.** Operations shall incorporate appropriate measures to avoid impacts to wildlife during critical wildlife nesting and denning periods in accordance with Chapter 62: *Wildlife Resources*.
- B2.** Snags shall be retained in accordance with subsection 62.3.4.
- C3.** Discovery of a TRPA-designated sensitive species or species of interest, or the location of a nest or den of one of those species, shall be immediately reported to TRPA. Any nests, dens, or plant locations shall be protected in accordance with TRPA regulations. All work within the project area shall cease until TRPA identifies under what conditions the project may continue.

14. Within Subsection 61.1.6, renumber Subparagraph B, *Cutting Practices* as Subparagraph A and modify the language.

<i>Description</i>	Modified language within Section 61.1.6.A. Cutting Practices.
<i>Purpose</i>	Relying on qualified forester judgement allows for more site specificity. Avoiding damage to the extent possible recognizes that some residual vegetation in forest management practices will be affected by management actions.

	Deletion of 5 and 6 recognizes newer, less impactful management options that reduce impacts.
<i>Result</i>	Cutting Practices reflects more modern language and management techniques.

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

AB. Cutting Practices

The following cutting practice standards apply:

1. Sufficient trees shall be reserved and left uncut and undamaged to meet the minimum acceptable stocking standards of the appropriate state or federal forestry agency, except in cases of early successional stage management;
2. Group selections shall be limited to use for achieving management objectives based on the judgement of a qualified forester; ~~as approved by TRPA~~. Group selections shall be limited in size to less than five acres (See subparagraph 61.1.6);
3. All live trees to be cut shall be marked on bole and stump with paint by, or under the supervision of, a qualified forester prior to TRPA approval. Trees to be removed or protected may be designated by other means in situations involving clear cuts or thinning of exceptionally dense thickets, or other situations that warrant an alternate method of designation. The alternate method shall be stated in the plans and must be approved by TRPA;
4. Damage to unmarked trees and residual vegetation shall be avoided to the extent feasible;
- ~~5. All trees shall be felled in line with the skidding direction wherever possible;~~
- ~~6. All trees shall be limbed on all sides where feasible and topped prior to skidding except where whole tree skidding is less disruptive to the forest resources;~~
- ~~57. Stumps shall be cut as low as can be done safely and to the extent that is feasible for harvesting equipment; ~~kept to a height of six inches or less on the side adjacent to the highest ground, except where safety or imbedded metal make this impractical;~~~~
- ~~68. If stump removal will result in greater than three cubic yards of soil disturbance, a grading permit shall be obtained from TRPA prior to removal of stumps;~~
- ~~79. Green stumps shall be treated to prevent the spread of root disease as specified by a qualified forester; and~~
- ~~810. Insect-infested wood and wood susceptible to insect infestation shall be treated or disposed of as specified by a qualified forester.~~

15. Renumber Subparagraphs 61.1.6.C, *Tree Cutting within Stream Environment Zones* and its subparagraphs C.1 through C.5 as Subsection 61.3.10 and Subparagraphs 61.3.10.A through E, respectively, with no change in language.

<i>Description</i>	61.1.6.C.1-5. Tree Cutting Within Stream Environment Zones moved to Section 61.3. Vegetation Protection and Management and assigned a new subsection 61.3.10.1.A-E.
<i>Purpose</i>	To provide a more logical and organized flow to Chapter 61 by moving all references to protections into the Vegetation Protection and Management section.
<i>Result</i>	Details regarding Tree Cutting within Stream Environment Zones will now be found within Section 61.3. Vegetation Protection and Management under 61.3.10.

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

~~C. Tree Cutting within Stream Environment Zones~~

61.3. VEGETATION PROTECTION AND MANAGEMENT

61.3.10. Tree Cutting within Stream Environment Zones

Tree cutting within stream environment zones may be permitted to allow for early successional stage vegetation management, sanitation salvage cuts, fuels management for fire hazard reduction, restoration or enhancement of ecosystem health and diversity, and fish and wildlife habitat improvement projects, in accordance with the standards provided below.

A. Vehicle Restrictions

All vehicles shall be restricted to areas outside of the stream environment zones or to existing roads within stream environment zones. The following exceptions shall apply:

1. TRPA may permit the use of vehicles in over-snow tree removal operations. TRPA shall conduct a pre-operation inspection to ensure that conditions are suitable to prevent significant soil disturbance and/or significant vegetation damage; and
2. TRPA shall review site-specific proposals for and may permit the use of "innovative technology" vehicles and/or "innovative techniques" for the purpose of fire hazard reduction in SEZs provided that no significant soil disturbance or significant vegetation damage will result from the use of equipment. (See Chapter 90: Definitions, for definitions of "innovative technology" vehicles and "innovative techniques.") Project proposals should be developed within an adaptive management framework that will result in data that can be used to support and/or improve on equipment and techniques. TRPA shall conduct a pre-operation inspection of the site to decide if vehicle use is appropriate for the given situation, to verify the

boundaries of the SEZ, and to identify other areas of concern. The following minimum conditions shall apply:

- (i) Project proponents shall provide documentation substantiating that the use of such vehicles will not cause significant soil disturbance or significant vegetation damage. Documentation must take into account soil types, hydrology, vegetation type and cover, and other ecosystem characteristics, relevant to the use of such vehicles in similar environments. Documentation can include relevant scientific research, monitoring studies, and other supporting analyses;
- (ii) Operations using “innovative technology” vehicles in SEZs shall be limited to the management of common conifer species (e.g., lodgepole pine, white fir), however, incidental hardwoods that need to be removed from within a conifer vegetation type may also be removed using the vehicles;
- (iii) Operations shall be limited to times of the year when soils are sufficiently dry to avoid and/or minimize compaction and sufficiently stable to avoid and/or minimize erosion;
- (iv) Erosion control measures (BMPs) shall be implemented both during and after operations to avoid soil detachment and transport wherever possible, and to minimize erosion wherever soil disturbance cannot be avoided;
- (v) To prevent sediment delivery to surface waters, including wetlands, more stringent setbacks from perennial and intermittent streams than the setbacks set forth in other regulations regulating timber harvests, such as the California Forest Practice Rules and Nevada State Statutes, may be designated if deemed necessary by TRPA;
- (vi) Operations shall incorporate appropriate measures to avoid impacts to wildlife during critical wildlife nesting and denning periods in accordance with Chapter 62: Wildlife Resources;
- (vii) Operations shall incorporate measures to protect historic resources in accordance with Chapter 67: Historic Resource Protection; and
- (viii) Projects shall be monitored to ensure that the SEZ has not sustained any significant damage to soil or vegetation. Along with the project proposal, adaptive management concepts should be applied to the monitoring plan. A monitoring plan shall be submitted with all project proposals, including at a minimum: a list of sites and attributes to be monitored; specification of who will be responsible for conducting the monitoring and report; and a monitoring and reporting schedule.

B. Soil Conditions

All work within stream environment zones shall be limited to times of the year when soil conditions are dry and stable, or when conditions are adequate for over-snow tree removal operations without causing significant soil disturbance and/or significant vegetation damage (See subparagraph 61.1.6.F).

C. Trees and Debris Kept from Streams

Felled trees and harvest debris shall be kept out of all perennial or intermittent streams. If deposited in the stream, the material shall be removed unless it is determined that such logs and woody material adds structural diversity pursuant to fish and wildlife habitat improvements in

accordance with Chapter 62: Wildlife Resources, and Chapter 63: Fish Resources. This determination shall be approved by TRPA. Logs or other woody material may be placed in streams to provide woody structure pursuant to fish or wildlife habitat improvement programs approved by TRPA in accordance with Chapter 63.

D. Stream Crossings

The crossing of perennial streams or other wet areas shall be limited to improved crossings meeting Best Management Practices or to temporary bridge spans that can be removed upon project completion or at the end of the work season, whichever is sooner. Any damage or disturbance to the stream environment zone associated with a temporary crossing shall be restored within one year of its removal. In no instance shall any method requiring the placing of rock and earthen material into the stream or streambed be considered an improved crossing. Other temporary measures may be permitted for dry stream crossings in accordance with the Handbook of Best Management Practices.

E. Special Conditions

Special conditions shall be placed on all tree harvests within stream environment zones or within the transition or edge zone adjoining stream environment zones, as necessary to protect in-stream aquatic habitat values and wildlife habitat integrity and diversity.

16. Within Subsection 61.1.6, renumber Subparagraphs D through F as Subparagraphs B through D, respectively, with no change in language.

TABLE 2: REVISED SUBPARAGRAPH NUMBERS – SUBSECTION 61.1.6

Current Subparagraph Number	Title	Revised Subparagraph Number
D	Logging Roads, Skid Trails, and Landings	B
E	Removal Methods	C
F	Skidding and Ground Based Vehicle Systems	D

17. Within Subsection 61.1.6, renumber Subparagraph G, *Slash Disposal* as Subparagraph E and modify the language.

<i>Description</i>	Modified language within 61.1.6.G. Slash Disposal to reference slash disposal plans and removed specific buffer distances. Section 61.1.6.G. Slash Disposal will become 61.1.6.E. Slash Disposal through reorganization of entire section.
<i>Purpose</i>	Builds consistency with partner agency requirements for buffers.

<i>Result</i>	<p>Language within 61.1.6.G. Slash Disposal now references slash disposal plans and approved buffers instead of specific buffer amounts that are inconsistent with partner agency requirements.</p> <p>Section 61.1.6.G. Slash Disposal will become 61.1.6.E. Slash Disposal through reorganization of entire section.</p>
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61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

EG. Slash Disposal

Slash shall be disposed of according to an approved slash disposal plan. ~~within two years of project completion by the methods below.~~

1. Lop and scatter, pile and burn or broadcast burn (consistent with Sections 61.2 and 65.1), chip, or haul away. All burns shall be located beyond approved buffers ~~at least 50 feet~~ from any stream channel, unless it can be demonstrated, using best available science, that slash burning within the approved buffer ~~50 feet~~ of a channel will not cause adverse environmental impacts.
2. Cull logs and other material shall be disposed of as required by the permit.

18. Within Subsection 61.1.6, renumber Subparagraph I, *Erosion Control*, as Subparagraph F and modify the language.

<i>Description</i>	<p>Modified language within 61.1.6.I. Erosion Control that includes language regarding design criteria to avoid tracking soil off site. Erosion Control will be 61.1.6.F. Erosion Control through reorganization of entire section.</p>
<i>Purpose</i>	<p>Provides clarity throughout the Erosion Control section regarding soil leaving the project site.</p>
<i>Result</i>	<p>Ensures projects have design criteria in place to void tracking soil off site instead of simply saying soil cannot leave the site.</p> <p>Section 61.1.6.I. Erosion Control will become 61.1.6.F. Erosion Control through reorganization of entire section.</p>

61.1. TREE REMOVAL

61.1.6. Minimum Standards for Tree Removal

F. Erosion Control

The adequacy of all required BMPs shall be confirmed at the time of the TRPA pre-operations inspection. Any modifications to the required BMPs as determined by TRPA shall be incorporated into the project permit at that time or as determined to be necessary throughout forest management operations. The following erosion control standards apply:

1. The following Temporary BMPs are required to be installed prior to the commencement of any forest management or equipment operations:
 - a. Temporary erosion controls and vegetation protection measures.
 - b. Equipment exclusion area boundary markings or fencing, as necessary to comply with the TRPA-approved forest management plan.
2. Excavated material shall be stored upslope from the excavated areas to the extent possible. No material shall be stored in any SEZ, wet area, or stream buffer zone.
3. Projects must have design criteria to avoid tracking soil off the project site. ~~Soil shall not be tracked off the project site.~~ Equipment operations shall cease when a violation of this condition exists. The site shall be cleaned and the road right-of-way swept clean when necessary.
4. No equipment or vehicle repairs, other than necessary maintenance of harvest equipment, shall be permitted in the project area unless authorized by TRPA. The discharge of petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of the Lake Tahoe Basin is prohibited. Spill containment and absorbent materials shall be kept on site at all times. All petroleum products and hazardous waste shall be removed from the project area and disposed of at an approved location.

19. Renumber Subsection 61.1.9, *Commercial Tree Removal* as Subsection 61.1.7, with no change to the language.

<i>Description</i>	61.1.9.A-B. Commercial Tree Removal assigned an updated code section 61.1.7.A-B.
<i>Purpose</i>	To provide a more logical and organized flow to Chapter 61.
<i>Result</i>	61.1.9.A-B. Commercial Tree Removal can now be found at code section 61.1.7.A-B.

61.1. TREE REMOVAL

61.1.79. Commercial Tree Removal

A. General Standard

Trees may be removed as a commercial enterprise pursuant to the tree removal practices of subsection 61.1.6.

- B. Cutting and Cultivation of Christmas Trees**
 Legally existing Christmas tree cultivation operations, when certified by a qualified forester to be utilizing native species and proper silvicultural methods, may continue upon approval by TRPA. New Christmas tree farm operations meeting the above conditions may be permitted if TRPA finds them to be in compliance with the Code and the applicable plan area statements.

20. Modify Subparagraph 61.1.8.B.

<i>Description</i>	61.1.8.B. Public Parcels modified to include language referencing Memorandums of Understanding between partner agencies and the TRPA.
<i>Purpose</i>	To provide a clarity and simplicity for partner agencies regarding substantial tree removal.
<i>Result</i>	Details regarding the review process for public parcels have been removed and replaced with a reference to partner MOU's when applicable.

61.1. TREE REMOVAL

61.1.8. Substantial Tree Removal

Substantial tree removal shall be activities on project areas of three acres or more and proposing the removal of more than 100 live trees 14 inches dbh or larger, or proposing tree removal that as determined by TRPA after a joint inspection with appropriate state or federal Forestry staff does not meet the minimum acceptable stocking standards set forth in subparagraph 61.1.6.H. Substantial tree removal projects shall be processed by the appropriate state and federal agencies in coordination with TRPA as required below.

A. Private Parcels

The review process for private parcels shall include the following:

1. Harvest plan shall be written by a qualified forester;
2. Harvest plan shall be submitted to the appropriate state and federal agencies and TRPA with an initial environmental checklist or environmental assessment;
3. Preparation of environmental impact statement if necessary;
4. Pre-approval field review;
5. Approval of project by TRPA;
6. Pre-harvest field review; and
7. Post-harvest review.

B. Public Parcels

1. [The review process for substantial tree removal for public parcels administered by public land management agencies may be determined](#)

according to Memorandums of Understanding between the partner agency and the TRPA. For agencies without an MOU with the TRPA, the process shall be the same as for private parcels listed above. ~~public parcels administered by the U.S. Forest Service shall include the following:~~

- ~~a. Coordination with TRPA at the initial planning stages;~~
 - ~~b. Preparation of environmental assessment;~~
 - ~~c. Preparation of environmental impact statement (if necessary);~~
 - ~~d. Submittal of tree removal or harvest plan;~~
 - ~~e. Approval of project by TRPA; and~~
 - ~~f. TRPA monitoring and evaluation.~~
- ~~2. For other public parcels the process shall be the same as for private parcels in 1 above.~~

21. Delete Subparagraph 61.2.3.B, *Limitations*.

<i>Description</i>	61.2.3.B.1-5. Limitations removed.
<i>Purpose</i>	To streamline Section 61.2. Prescribed Burning. Limitations are duplicative of the sentence in 61.2.3.A. "To maintain forest health and diversity and to reduce the risk of fire".
<i>Result</i>	Section 61.2.3.B.1-5. Limitations are removed.

61.2. PRESCRIBED BURNING

61.2.3. Prescribed Burning

~~**B. Limitations**~~

~~Prescribed burning shall be limited to the following activities:~~

- ~~1. Seral stage management;~~
- ~~2. Fuels management;~~
- ~~3. Wildlife habitat management;~~
- ~~4. Silviculture; or~~
- ~~5. Pest control.~~

22. Delete Subparagraph 61.2.5.B.7.

<i>Description</i>	61.2.5.B.7. is removed.
<i>Purpose</i>	To streamline Section 61.2. Prescribed Burning. 61.2.5.B.7. Other information that TRPA may require removed because it does not provide any detail and does not preclude the TRPA from requesting additional materials.
<i>Result</i>	Section 61.2.5.B.7. is removed.

61.2. PRESCRIBED BURNING

61.2.5. Compliance Program

B. Burn Prescription

All applications to conduct prescribed burning shall be accompanied by a burn prescription. A burn prescription shall include the following items:

~~7. Other information that TRPA may require.~~

Attachment B

Required Findings/Rationale

ATTACHMENT B

REQUIRED FINDINGS / RATIONALE

TRPA Code of Ordinances Section 3. 3 – Determination of Need to Prepare an Environmental Impact Statement

Finding: TRPA finds that the proposed Code amendments will not have a significant effect on the environment.

Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed amendments to the Code of Ordinances (see Attachment C). The IEC found that the proposed Code amendments would not have a significant effect on the environment.

The proposed amendments are consistent with and will implement Chapter 61 Vegetation and Forest Health. The amendments are minor in nature and are not anticipated to result in environmental effects. As demonstrated in the accompanying findings, amendments to Chapter 61 Vegetation and Forest Health will not result in an unmitigated significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4. 4 – Threshold-Related Findings

1. Finding: The amendments to the Code of Ordinances are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

Rationale: The proposed amendments to the Code correct and clarify existing language in the Code of Ordinances. The amendments are consistent with Chapter 61 Vegetation and Forest Health. The changes are minor in nature and will not result in environmental effects. The Code amendments will improve understanding of the Code and increase the efficiency of Code administration and compliance. Additionally, they will support the achievement and maintenance of the thresholds. The Code amendments are consistent with the Regional Plan policies and goals and all implementing elements of the Regional Plan.

2. Finding: The proposed amendments will not cause the environmental threshold carrying capacities to be exceeded; and

Rationale: The proposed amendments are consistent with the threshold attainment strategies in the Regional Plan. As demonstrated in the findings , these amendments will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed amendments would not adversely affect any state, federal, or local standards. The amendments are intended to correct and clarify existing Code provisions, which will maintain adopted standards.

TRPA Code of Ordinances Section 4. 6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs.

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

Rationale: The proposed amendments to the Code of Ordinances will improve implementation of forest health projects by improving the efficiency of administering the Code and reducing the staff and public resources being expended as a result of redundancy and disorganization in the currently adopted Code.

Therefore, the Code of Ordinances, as amended by the proposed amendments, and in combination with other regulatory programs, will attain and maintain thresholds.

Attachment C

Initial Environmental Checklist (IEC)



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

ATTACHMENT C

INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name:

Chapter 61 Code Amendments: Section 61.1. Tree Removal and Section 61.2. Prescribed Burning – January 2020

Project Description:

The project would involve amending the Chapter 61 Sections 61.1. Tree Removal and 61.2 Prescribed Burning of the TRPA Code of Ordinances as shown in Exhibit 1 to Attachment A. The proposed amendments fall into two categories:

A. Section 61.1. Tree Removal

Amendments to Section 61.1. Tree Removal include reorganizing sub-sections to facilitate a logical flow within the tree removal section and increase clarity. Amendments also include updating code language to reflect modern forestry practices, standardizing with partner agency requirements, and where possible, relying on qualified forester judgement.

B. Section 61.2. Prescribed Burning

Amendments to Section 61.2. Prescribed Burning are minor and include deleting areas of redundancy within the section.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments.

I. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

- Yes
- No
- No, With Mitigation
- Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

- Yes
- No
- No, With Mitigation
- Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

- Yes No
 No, With Mitigation Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
 No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

- Yes No
 No, With Mitigation Data Insufficient

b. Deterioration of ambient (existing) air quality?

- Yes No
 No, With Mitigation Data Insufficient

c. The creation of objectionable odors?

- Yes No
 No, With Mitigation Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
 No, With Mitigation Data Insufficient

e. Increased use of diesel fuel?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. Alterations to the course or flow of 100-yearflood waters?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Change in the amount of surface water in any water body?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Alteration of the direction or rate of flow of ground water?

- Yes No
- No, With Mitigation Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
- No, With Mitigation Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

- Yes No
- No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
- No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
- No, With Mitigation Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

- Yes No
- No, With Mitigation Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

- Yes
- No
- No, With Mitigation
- Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

- Yes
- No
- No, With Mitigation
- Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

- Yes
- No
- No, With Mitigation
- Data Insufficient

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

- Yes
- No
- No, With Mitigation
- Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

- Yes No
- No, With Mitigation Data Insufficient

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

- Yes No
- No, With Mitigation Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

- Yes No
- No, With Mitigation Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

- Yes No
- No, With Mitigation Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

- Yes No
- No, With Mitigation Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?

- Yes No

- | | | |
|--|--|--|
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| b. Exposure of people to severe noise levels? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |
| f. Exposure of existing structures to levels of ground vibration that could result in structural damage? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

7. Light and Glare

Will the proposal:

- | | | |
|--|--|--|
| a. Include new or modified sources of exterior lighting? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes No
- No, With Mitigation Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

- Yes No
- No, With Mitigation Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

- Yes No
- No, With Mitigation Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

- Yes No
- No, With Mitigation Data Insufficient

b. Expand or intensify an existing non-conforming use?

- Yes No
- No, With Mitigation Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

- Yes No

- No, With Mitigation Data Insufficient
- Yes No
- No, With Mitigation Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

10. Risk of Upset

Will the proposal:

a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

- Yes No
- No, With Mitigation Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

- Yes No
- No, With Mitigation Data Insufficient

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

- Yes No
- No, With Mitigation Data Insufficient

b. Include or result in the temporary or permanent displacement of residents?

- Yes No
- No, With Mitigation Data Insufficient

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

- Yes No
 No, With Mitigation Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

- Yes No
 No, With Mitigation Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

- Yes No
 No, With Mitigation Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

- Yes
- No
- No, With Mitigation
- Data Insufficient

e. Alterations to waterborne, rail or air traffic?

- Yes
- No
- No, With Mitigation
- Data Insufficient

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

- Yes
- No
- No, With Mitigation
- Data Insufficient

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- Yes
- No
- No, With Mitigation
- Data Insufficient

b. Police protection?

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Schools?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Parks or other recreational facilities?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Maintenance of public facilities, including roads?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

f. Other governmental services?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

- Yes No
- No, With Mitigation Data Insufficient

b. Communication systems?

- Yes No
- No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

- Yes No
- No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

- Yes No
- No, With Mitigation Data Insufficient

e. Storm water drainage?

- Yes No
- No, With Mitigation Data Insufficient

f. Solid waste and disposal?

- Yes No
- No, With Mitigation Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- Yes No
- No, With Mitigation Data Insufficient

b. Exposure of people to potential health hazards?

- Yes No
- No, With Mitigation Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

- Yes No
- No, With Mitigation Data Insufficient

b. Be visible from any public recreation area or TRPA designated bicycle trail?

- Yes No
- No, With Mitigation Data Insufficient

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

- Yes No
- No, With Mitigation Data Insufficient

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

- Yes No
- No, With Mitigation Data Insufficient

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

- Yes No
- No, With Mitigation Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- Yes No
- No, With Mitigation Data Insufficient

b. Create additional recreation capacity?

- Yes No
- No, With Mitigation Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

- Yes No
- No, With Mitigation Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- Yes No
- No, With Mitigation Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

- Yes No
- No, With Mitigation Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

- Yes No
- No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

- Yes No
- No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

- Yes No
- No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
- No, With Mitigation Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

- Yes No
- No, With Mitigation Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes No
- No, With Mitigation Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

- | | |
|--|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Yes No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

Yes No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

Yes No

Signature of Evaluator

Date _____

Title of Evaluator

STAFF REPORT

Date: January 15, 2020

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Summary of Upcoming Topics for Regional Plan Implementation Committee Consideration

Summary and Staff Recommendation:

This item is for informational purposes and no action is required.

Background:

This report provides a summary of topics anticipated to come before the Regional Plan Implementation Committee (RPIC) within the next three months based on priorities established by the Governing Board and current staff resources. All topics and dates are subject to change.

MONTH	ITEM(S)
February	No items scheduled at this point.
March	<ul style="list-style-type: none"> • Two (2) amendments to the Tourist Core Area Plan (City of South Lake Tahoe) • Amendment to the Placer County Tahoe Basin Area Plan • Washoe County Tahoe Area Plan • Threshold Update: Mobility and Greenhouse Gas
April	No items scheduled at this point.

Contact Information:

For questions regarding this agenda item, please contact Michael Conger at (775) 589-5221 or mconger@trpa.org.

STAFF REPORT

Date: January 15, 2020

To: Environmental Improvement, Transportation, & Public Outreach Committee

From: TRPA Staff

Subject: Discussion on State Route 89 Recreation Corridor Management Plan

Summary and Staff Recommendation:

Staff will provide an update on the State Route 89 Recreation Corridor Management Plan. The EIP Committee will review and discuss the travel option analysis for the corridor. Staff seeks discussion and direction related to mode share targets, parking management strategies, visitor management strategies, and alternative development. This item is for informational purposes and no action is required.

Project Description/Background:

State Route (SR) 89, a two-lane mountain roadway, is the only access route to many of Lake Tahoe's west-side recreation areas and residential neighborhoods. Emerald Bay, one of California's 36 National Natural Landmark sites, is one of Lake Tahoe's most popular and photographed locations. Almost 12 miles of undeveloped shoreline offer beach access to sites such as Meeks Bay, Sugar Pine Point State Park, Baldwin Beach, Camp Richardson, and Pope Beach. Seven trailheads provide day hike access to waterfalls and alpine lakes as well as backcountry and wilderness access for overnight recreation opportunities.

The SR 89 Recreation Corridor Management Plan boundaries are from West Way just outside the City of South Lake Tahoe and extend to the county line at Tahoma. However, neighboring areas of influence will also be investigated for potential improvements that may assist in improving traffic flow, multi-modal access, and visitor experience.

Plan goals include improved safety, expanded travel choices, enhanced visitor experience, improved use of technology, protection of the environment, and promotion of economic vitality. The strategies, projects, and management changes recommended in the Corridor Plan will help to achieve these goals.

The SR 89 Recreation Corridor Management Plan kicked-off in March 2018. Project Team member organizations include: California Highway Patrol, California Lands Management, California State Parks, Camp Richardson Resort, Caltrans, Cal Fire, El Dorado County, El Dorado County Sheriff's Office, Lake Valley Fire Protection District, Fallen Leaf Fire Protection District, Meeks Bay Fire Protection District, Tahoe Fund, Washoe Tribe, Federal Highway Administration California Division, TRPA, TTD, and USFS.

The Project Team reviews existing plans and projects, determines data needs and reviews consultant analysis, brainstorms projects and program solutions to identify needs, undertakes agreements for

implementation, operations, and maintenance, poses issues for higher-level issue assistance, and reviews final planning documents.

Travel Options Analysis:

To create project and plan recommendations, the project team is developing a travel options analysis. This analysis looks at four alternatives for the project and target mode share splits for each one. Alternatives range from current conditions to a car free future. The analysis for each alternative calculates the number of people that would need to be moved by transit, bike, and auto along with capital and operational costs. The results of this analysis will be used to develop a final alternative with a list of recommended projects and management strategies to achieve the desired mode shift goals.

The EIP Committee is being asked to provide input and feedback on the draft travel options analysis, initial project recommendations, and parking and visitor management strategies. Feedback will be used in development of alternatives withing the corridor plan.

Contact Information:

For questions regarding this agenda item, please contact Devin Middlebrook, at (775) 589-5230 or dmiddlebrook@trpa.org.

Attachments:

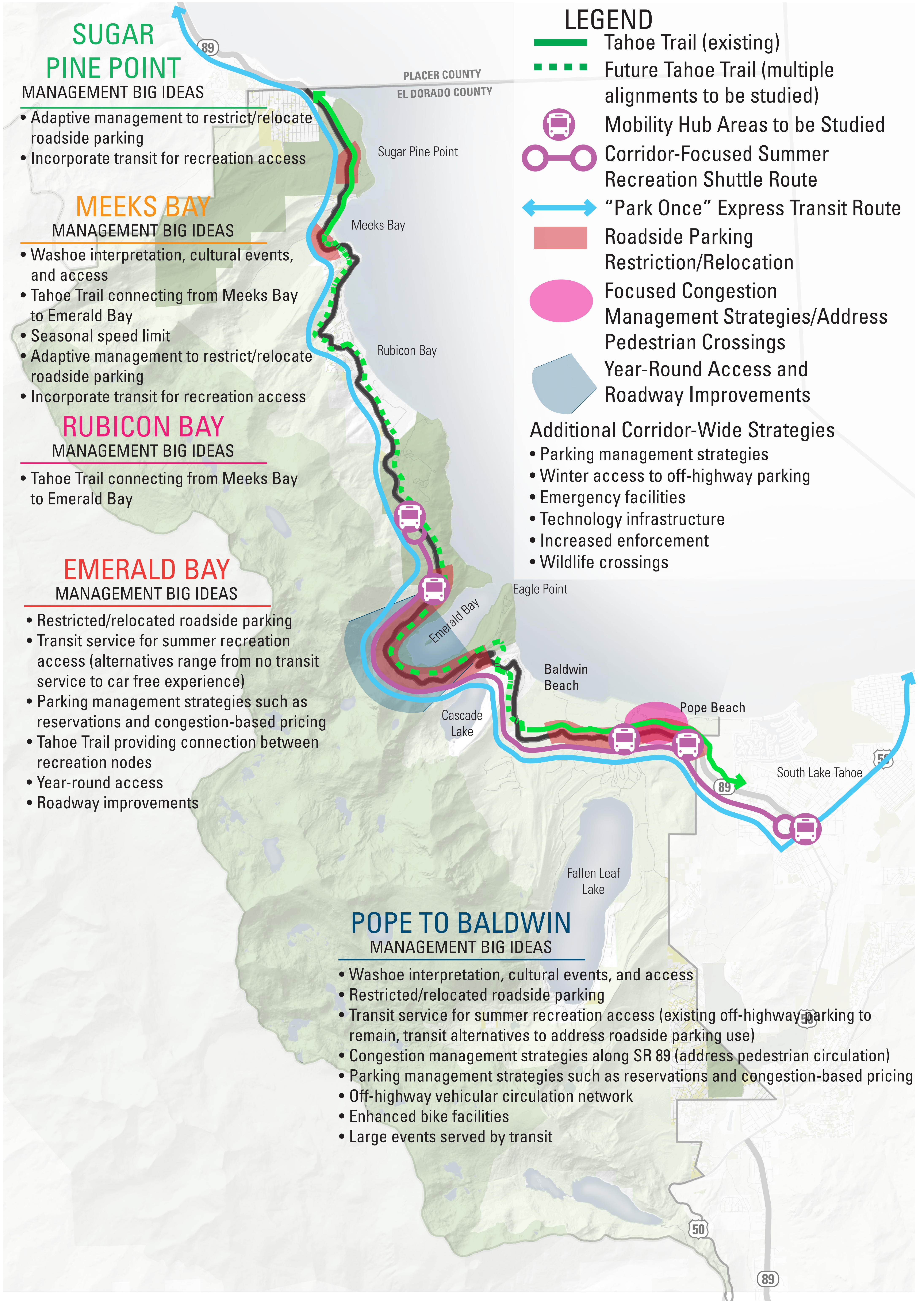
Attachment A: SR-89 Transit Summary

Attachment B: Draft Opportunities by Corridor Segment

Attachment A

SR-89 Transit Summary

SR 89 MANAGEMENT BIG IDEAS



SR 89 RECREATION CORRIDOR MANAGEMENT PLAN

DILEMMA

Visitation demand has exceeded infrastructure resulting in the following key transportation and visitor management issues:

- Poor visitor experience which has a risk for economic impacts as the area has reached a saturation point
- Safety concerns
- Increased environmental disturbance and stormwater run-off resulting in degraded lake clarity
- Congestion and traffic

VISION

Provide a safe and seamless travel experience that inspires visitors and residents to walk, bike, or use transit to access the corridor's diverse recreation offerings to better manage congestion, enhance environmental resiliency, and allow people to focus on enjoying the special nature of Lake Tahoe's western shoreline.

PRIMARY GOALS

- Prioritize the Visitor's Experience
- Improve the Environment
- Advance Safety
- Create Convenient, Comfortable, and Connected Transit & Trail Systems
- Facilitate & Fund the Vision
- Set the stage for implementation, maintenance, and operations

SR 89 RECREATION CORRIDOR MANAGEMENT PLAN

POPE TO BALDWIN SEGMENT

Mode shares to consider roadside parking use.
Existing off-highway parking to remain.

- AUTO DOMINATES** Mode Share | Today's Visitor
- Transit: 0% | Bike 15% | Auto: 85%
- ↓ Related to roadside parking
- Mode Share | Savvy Visitor
 - Transit: 20% | Bike 20% | Auto: 60%
 - Mode Share | Plan Ahead Visitor
 - Transit: 40% | Bike 35% | Auto: 25%
 - Mode Share | Car Free
 - Transit: 85% | Bike 15% | Auto: 0%
- CAR FREE**

EMERALD BAY SEGMENT

Mode shares to consider roadside parking and existing off-highway parking use.

- AUTO DOMINATES** Mode Share | Today's Visitor
- Transit: 0% | Bike 5% | Auto: 95%
- ↓ Related to roadside and off-highway parking use
- Mode Share | Savvy Visitor
 - Transit: 50% | Bike 5% | Auto: 45%
 - Mode Share | Plan Ahead Visitor
 - Transit: 65% | Bike 5% | Auto: 30%
 - Mode Share | Car Free
 - Transit: 95% | Bike 5% | Auto: 0%
- CAR FREE**

METHODOLOGY

- Identify desired mode shares for Pope to Baldwin Segment and Emerald Bay Segment (for Pope to Baldwin Segment, only roadside parking shifts)
- Relate mode share splits to how many people need to be moved via transit and likelihood of visitation loss based on market type
- Evaluate transit strategies, parking, and bike trail improvements to meet the desired mode shares:
 - “Park once” strategy with no intercepts and evaluate how it works to move the identified number of people
 - Transit strategy that allows for intercept lots/new parking areas based on the goal of moving identified number of people and evaluate how it works
- Include a discussion of different parking and parking management strategies
- Consider phasing

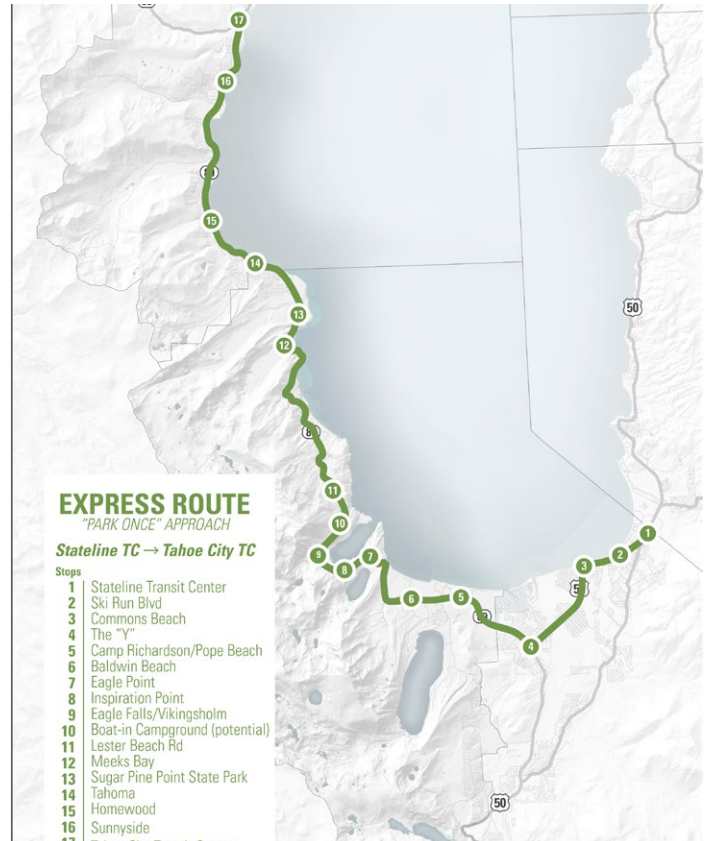


Figure 1: “Park Once” Express Route

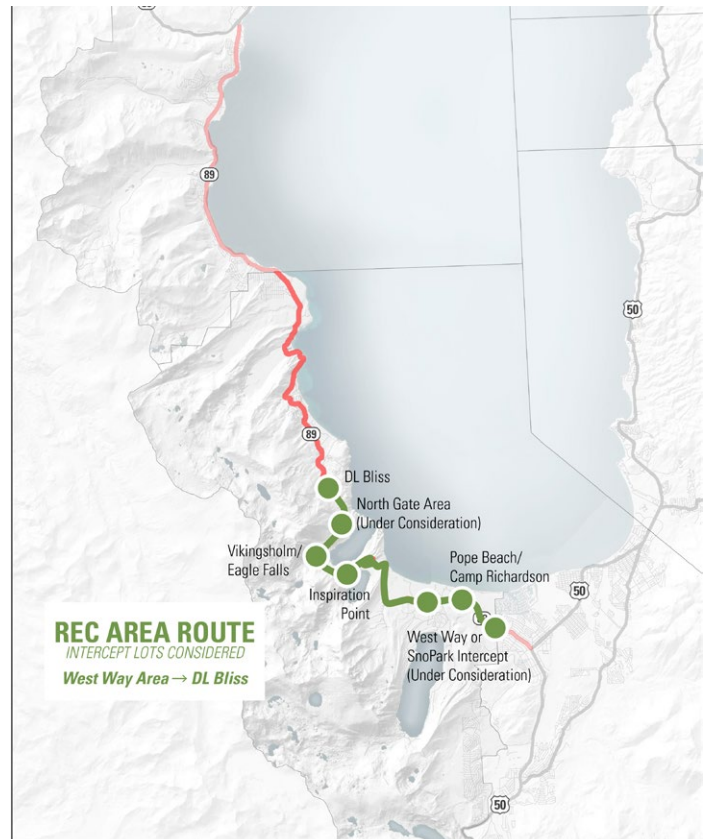


Figure 2: Corridor-Focused Route with Potential Intercept Lots

ACKNOWLEDGMENTS & ASSUMPTIONS FOR APPROACH

- Agreed to focus, at this time, on the movement of people from South Lake Tahoe to something north of Emerald Bay, peak summer season
 - The need for providing for off-season parking and transit in off-season or winter to be layered in
- Agreed that Pope to Baldwin and Emerald Bay are primarily two separate destinations
- Agreed to uses (markets) (consider for how effective transit may be to meet needs of the market)
 - Summer Pope to Baldwin:
 - Primarily beachgoer, low turnover
 - Summer Emerald Bay:
 - Photo-op, day trip/hikers, and backcountry camper
 - Three different turnover rates
 - Winter use needs to be considered
- Capacity | What we will manage to
 - Plan for peak average capacity based on peak average parking numbers and equate to number of people based on vehicle occupancy and turnover (lower than the peak and the potential of a “do nothing” approach)
 - Pope to Baldwin: (see page 4)
 - Off-highway parking to be considered used as a baseline. Mode shift alternatives to focus on excess use associated with shoulder parked cars.
 - 2018: 330 shoulder parked cars
 - 110 spaces planned for construction at Tallac and Kiva
 - Total of 220 cars/visitation use to be shifted
 - Emerald Bay: (see page 6)
 - 375 peak average shoulder parked vehicles
 - 554 peak average shoulder + off-highway parking (total use)
 - Visitation should incorporate two turnover rates: photo-op and short day hike
 - Allow for 5% growth over 20 years over the peak average visitation (per the Forest Plan)
 - Vehicle occupancy to be run with both 3.2 persons/vehicle (LTBMU standard) and 3.7 persons/vehicle (from corridor surveys). Difference to be considered.
- When layered in, off-season shoulder parking numbers will be developed per the ratio documented in the SR 28 CMP (September shoulder parking is 36% of peak average number of cars parked on shoulders)

Attachment B

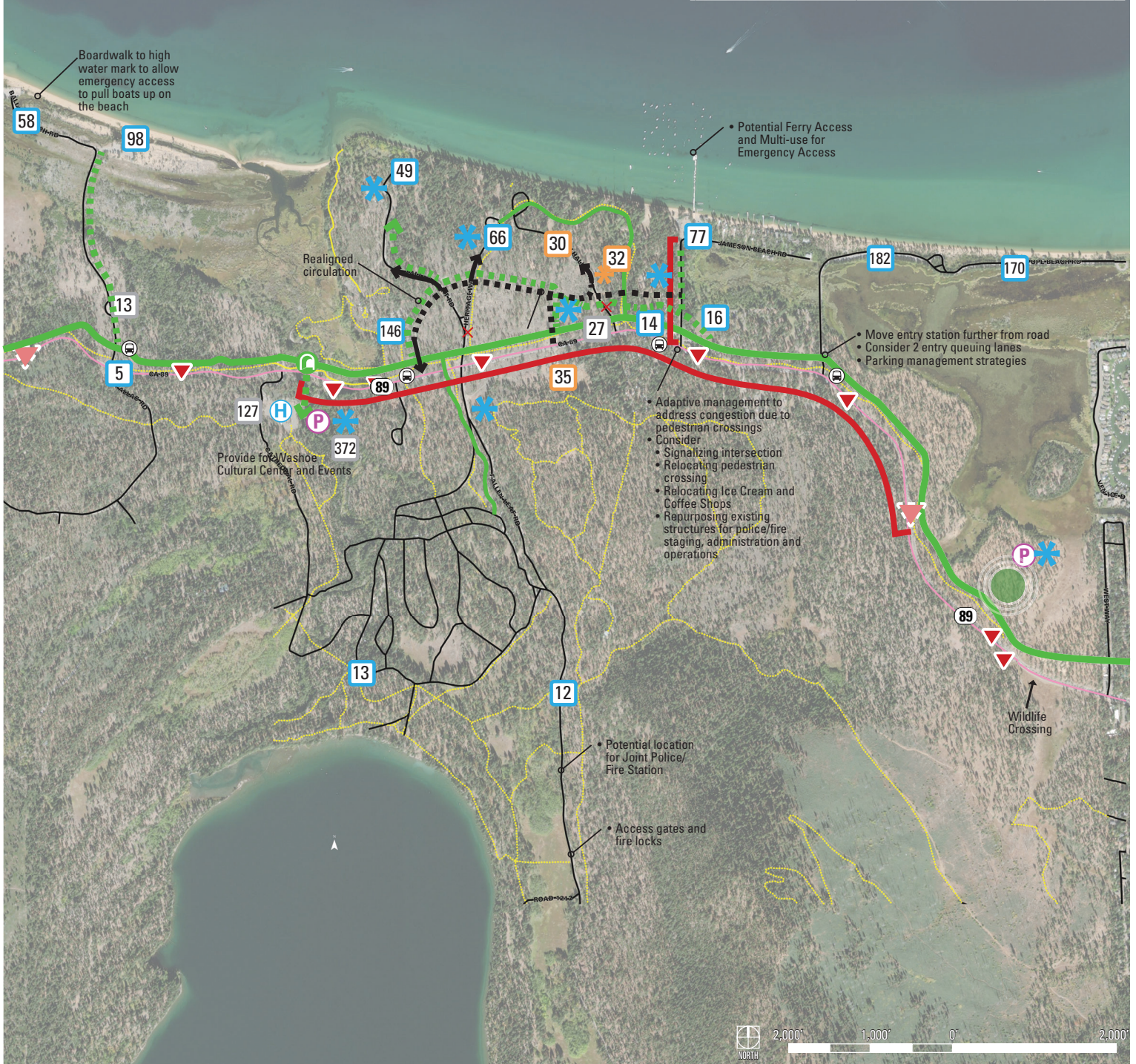
Draft Opportunities by Corridor Segment

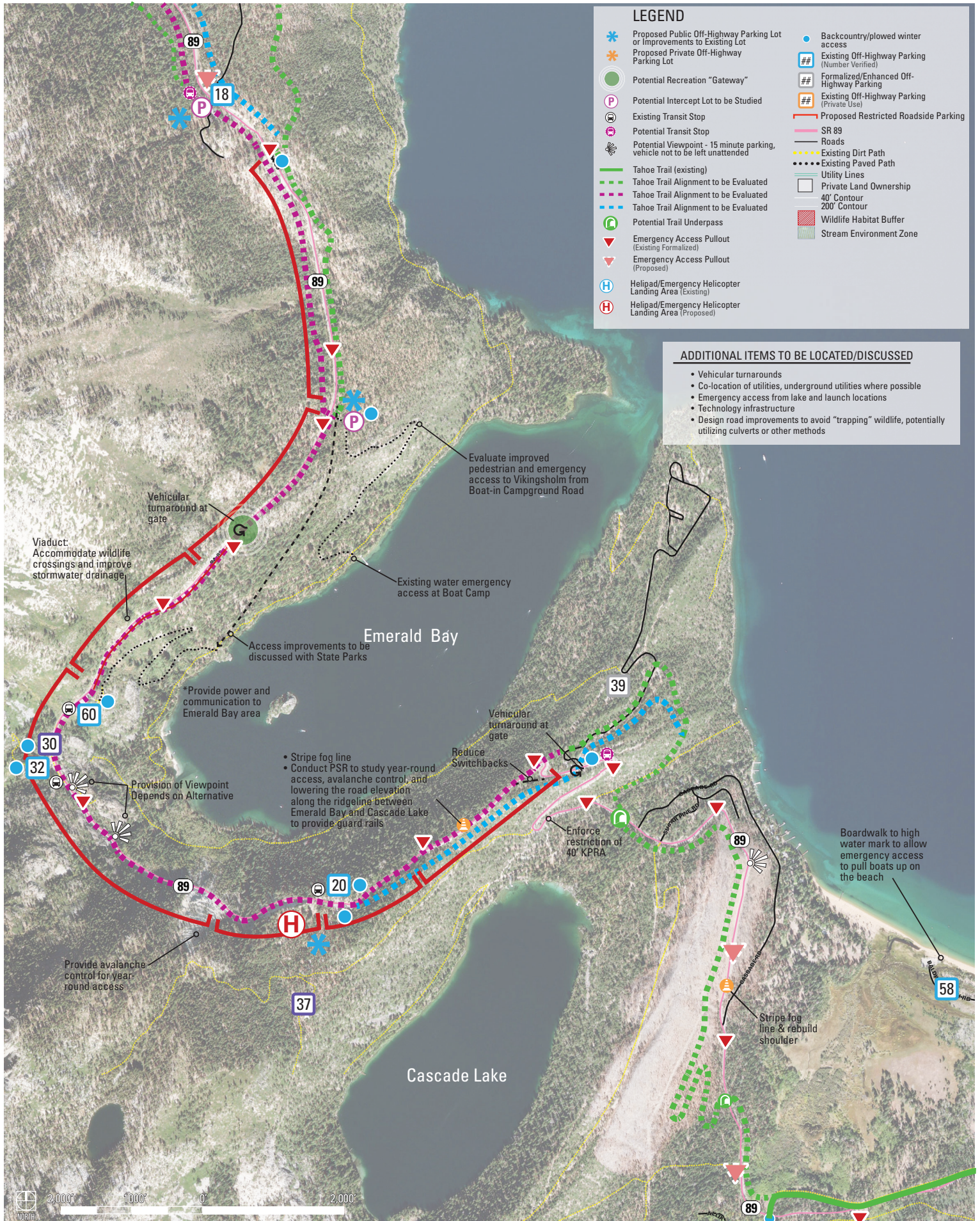
ADDITIONAL ITEMS TO BE LOCATED/DISCUSSED

- Vehicular turnarounds
- Co-location of utilities, underground utilities where possible
- Emergency access from lake and launch locations
- Technology infrastructure
- Design road improvements to avoid "trapping" wildlife, potentially utilizing culverts or other methods

LEGEND

- Proposed Public Off-Highway Parking Lot or Improvements to Existing Lot
- Proposed Private Off-Highway Parking Lot
- Potential Recreation "Gateway"
- Potential Intercept Lot to be Studied
- Existing Transit Stop
- Potential Transit Stop
- Potential Viewpoint - 15 minute parking, vehicle not to be left unattended
- Tahoe Trail (existing)
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Tahoe Trail Alignment to be Evaluated
- Potential Trail Underpass
- Emergency Access Pullout (Existing Formalized)
- Emergency Access Pullout (Proposed)
- Helipad/Emergency Helicopter Landing Area (Existing)
- Helipad/Emergency Helicopter Landing Area (Proposed)
- Backcountry/plowed winter access
- Existing Off-Highway Parking
- Formalized/Enhanced Off-Highway Parking
- Existing Off-Highway Parking (Private Use)
- Proposed Restricted Roadside Parking
- SR 89
- Roads
- Existing Dirt Path
- Existing Paved Path
- Utility Lines
- Private Land Ownership
- 40' Contour
- 200' Contour
- Wildlife Habitat Buffer
- Stream Environment Zone

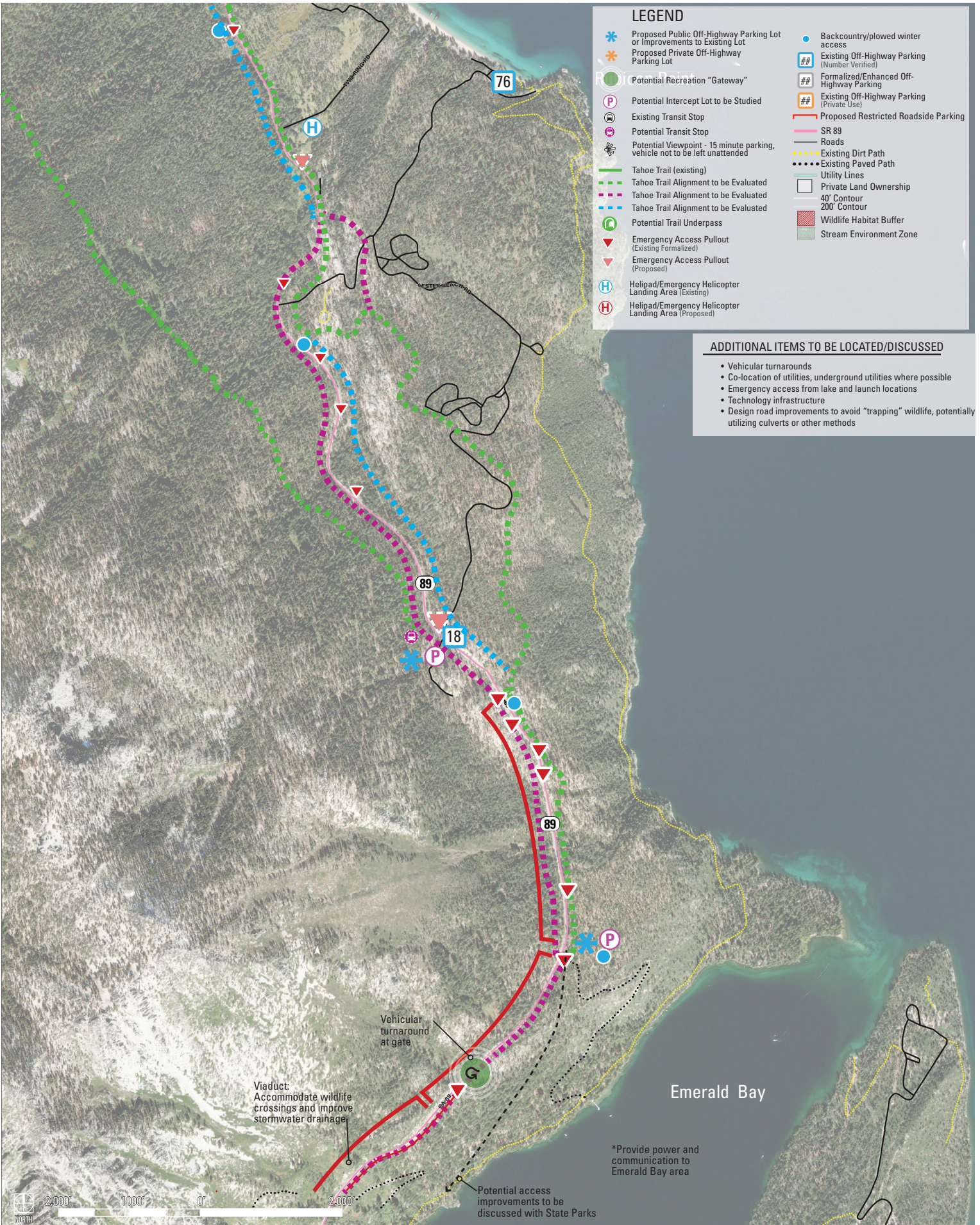




LEGEND

	Proposed Public Off-Highway Parking Lot or Improvements to Existing Lot		Backcountry/plowed winter access
	Proposed Private Off-Highway Parking Lot		Existing Off-Highway Parking (Number Verified)
	Potential Recreation "Gateway"		Formalized/Enhanced Off-Highway Parking
	Potential Intercept Lot to be Studied		Existing Off-Highway Parking (Private Use)
	Existing Transit Stop		Proposed Restricted Roadside Parking
	Potential Transit Stop		SR 89
	Potential Viewpoint - 15 minute parking, vehicle not to be left unattended		Roads
	Tahoe Trail (existing)		Existing Dirt Path
	Tahoe Trail Alignment to be Evaluated		Existing Paved Path
	Tahoe Trail Alignment to be Evaluated		Utility Lines
	Tahoe Trail Alignment to be Evaluated		Private Land Ownership
	Potential Trail Underpass		40' Contour
	Emergency Access Pullout (Existing Formalized)		200' Contour
	Emergency Access Pullout (Proposed)		Wildlife Habitat Buffer
	Helipad/Emergency Helicopter Landing Area (Existing)		Stream Environment Zone
	Helipad/Emergency Helicopter Landing Area (Proposed)		

- #### ADDITIONAL ITEMS TO BE LOCATED/DISCUSSED
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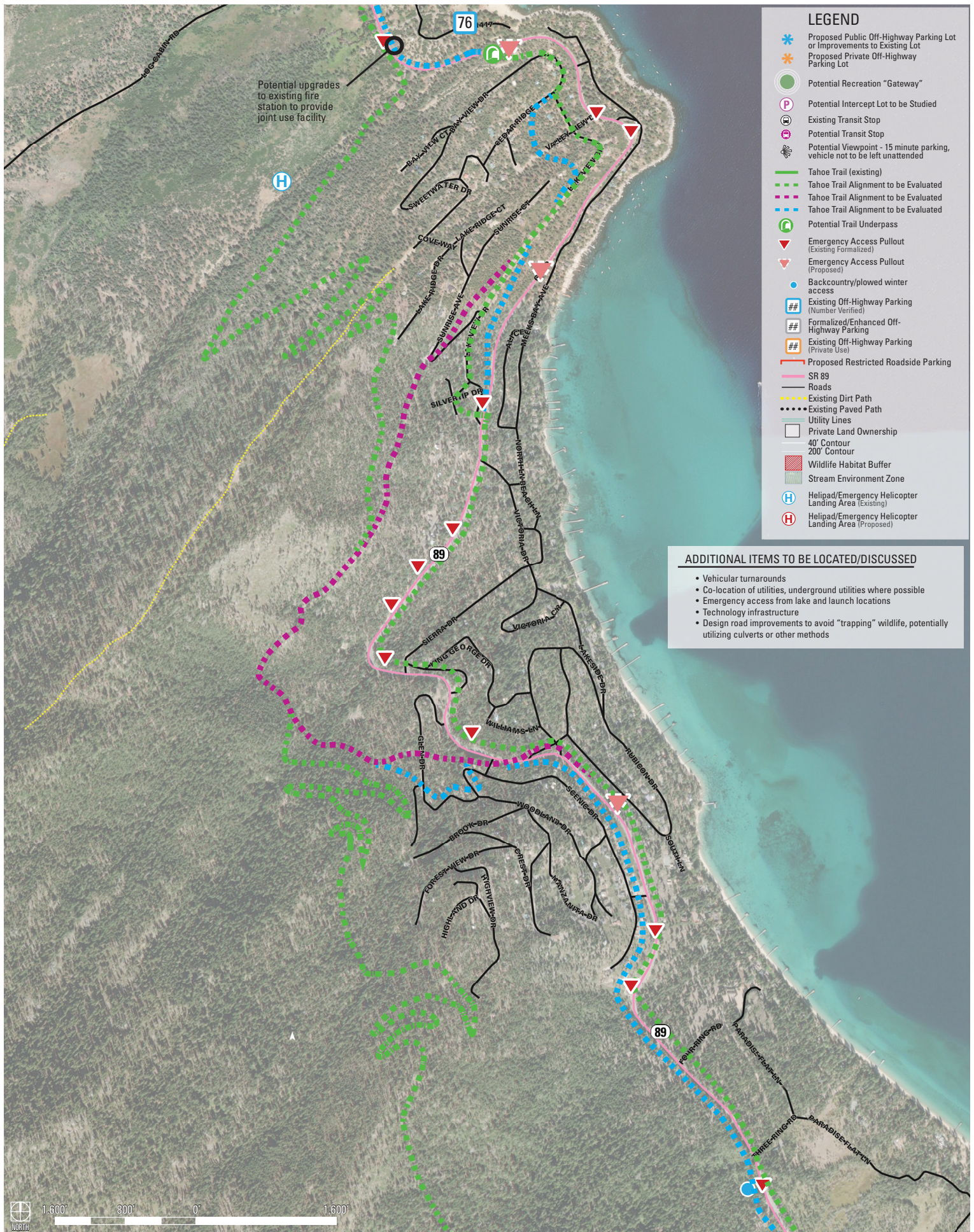


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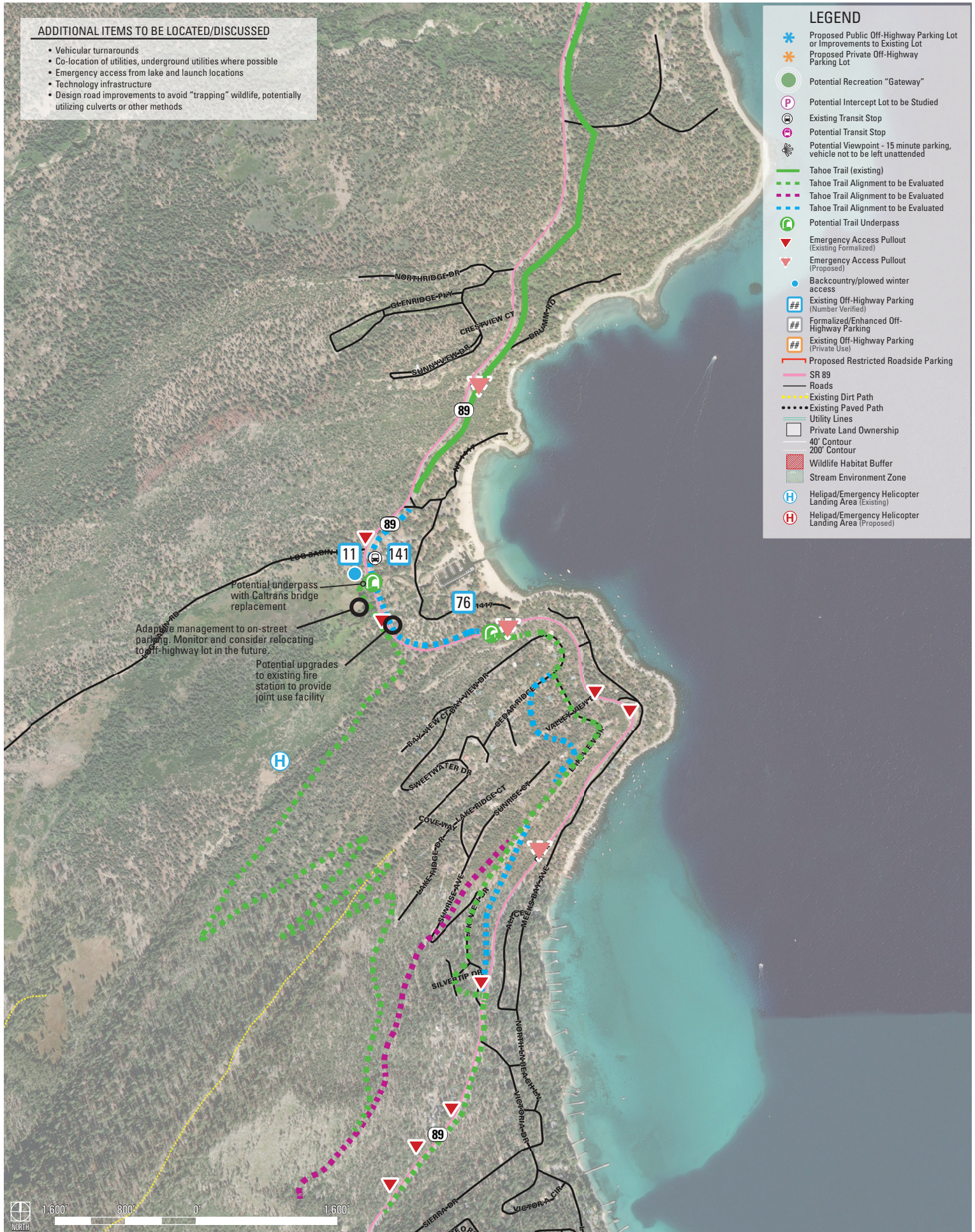


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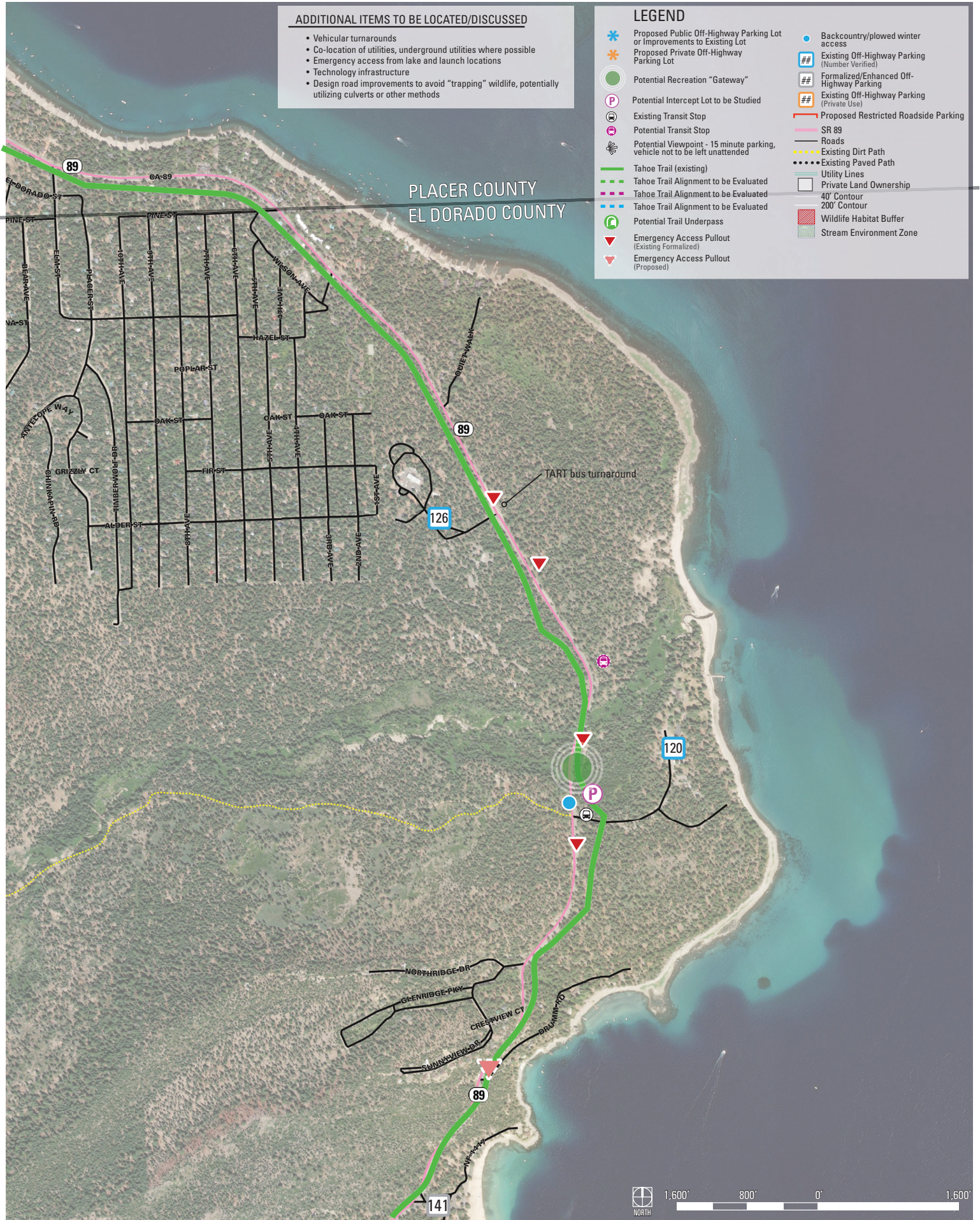
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Potential underpass with Caltrans bridge replacement

Adaptive management to on-street parking. Monitor and consider relocating to off-highway lot in the future.

Potential upgrades to existing fire station to provide joint use facility



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WHAT WE'RE TRYING TO ACHIEVE THRU PARTNERSHIPS

GOALS



VISITOR EXPERIENCE CYCLE



